Chapter
4

LAND USE PLAN and SPECIAL DISTRICTS

A. CHAPTER CONTENT and ORGANIZATION:

This Chapter recommends a physical arrangement for growth. It has been based on the elements of Chapter 3: Basis for the Land Use Plan and works together with Chapter 5: Development Review Guidelines. Growth proposals can be initiated by a private land owner, a developer or the City or County.

The Chapter divides the City and the County into four Planning Quadrants. *See City Overview page 4.10 and County Overview page 4.25 for the boundaries of these Planning Quadrants.* Using these Planning Quadrants, it describes the future growth patterns of the City and County. It relates Land Use Intensity to Zoning and describes Special Districts.

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Section C, Using This Chapter: *See Page 4.6* Discusses ways to use The Plan. It defines the relationship between Land Use, Intensity and Zoning and defines and describes land uses that are of Low, Medium and High Intensities of Use.

Section D, The Plan: *For* Growth *see Page 4.10* Describes Land Use and Intensity by quadrant. It is divided by City and County, and breaks the description of the Land Use pattern of each into Residential, Commercial and Industrial uses. It also describes the Special Districts that are located in each quadrant

Sections E and F, Matrices and Zoning Districts Summary: *See Pages 4.59 and 4.65* Provide matrices and tables that tie land use, intensity and the Zoning Ordinance together

- Matrix 1 compares Land Use and Intensity *See Page 4.59*
- Matrix 2 compares zoning categories from the existing and proposed Zoning Codes *See Page 4.61*
- Matrix 3 compares zoning and appropriate intensities of use *See Page 4.63*

Section G: Zoning District Summaries Provides a summary of the types of uses allowed in each Zoning Category *See Page 4.65*

- Matrix 4 provides lot size, density and coverage by zoning category, from the Zoning Ordinance. *See Page 4.67*

MAPS IN THIS CHAPTER:
Maps for recommended Intensity and Land Use are included at the end of this Chapter.

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B. OVERVIEW AND PURPOSE:

The Comprehensive Plan is a policy document and a general guide for decision making. It is the core of the group of documents (Comprehensive Plan, Zoning Code, Subdivision Regulations, Capital Improvement Plan) that guide development. This Plan creates a picture of what the Region will look like in 2025, based on the information that was gathered while the document was being prepared.

This Chapter describes and displays recommended Land Uses and Intensities of use in text, maps and matrices. The Chapter defines the relationships between Intensity of Use, Land Use and Zoning. It briefly describes the character of the City and County by quadrant.

The Chapter:

- Uses the existing physical, demographic and economic conditions described in Chapter 3 and Appendix A as a starting point.
- Focuses on the physical aspects of growth such as land uses and transportation routes (vehicular, pedestrian and bicycle).
- Uses maps to illustrate future land use in the City and County.
- Includes information that can be used by Staff and the Planning Commission when they prepare recommendations for future Capital Improvement Plan budgets.
- Can be used to test and evaluate the accuracy and feasibility of the Vision and the Goals For The Future
- Describes and locates special districts.
- Recommends ways to achieve the character of the special districts.
- Identifies and clarifies the relationship between land use, intensity and zoning.
- Recommends:
  - A land use arrangement
  - Appropriate intensities of use
  - A circulation system (to be used as the basis for a Major street and Highway Plan)

This Chapter uses sound planning theory to establish a land use plan and circulation system that responds to and implements the eight stated goals for the Region *See Appendix C*. However, the Planning Commission will need to amend the Plan often *See*

Appendix B to include new information that refines the picture of the preferred future. Examples of times that the Plan should be amended include:

- New Region-Wide impacts like new highway improvements, regional sewer systems or the large scale employers.

- Proposed development that is not in strict conformance with the Plan but that benefits the immediately adjacent area and the community at large. Physical impacts, quality of life and economic improvements (costs and revenues) should be considered.

C. USING THIS CHAPTER:

See Chapter 2, Section D and Chapter 3, Section C.

Most development proposals include three primary elements.

1. A proposal to create or change a Land Use
2. A proposal for intensity of use (impacts) within the proposed Land Use
3. A proposal for a Zoning Designation that will allow the proposed land use at the proposed intensity.

Each designation allows a range of related uses and cannot be limited to a single use without another document such as a Development Plan or PUD.

When the Planning Commission receives a development proposal that creates or changes Land Use and proposes a Zoning Change each member should consider several primary questions:

1. How does the proposal compare to and implement the Goals for the Region? *See the eight goal groups of Appendix C.*

2. How does the proposal relate to nearby land uses and intensity of use?

3. How does it relate to the recommended land use and intensity of use pattern that is described and then mapped in this Chapter?

4. What impacts will the proposal have on economics (consider infrastructure and service needs and maintenance, sales tax, jobs) quality of life and the environment? *See Appendix C, Group I, Goal B, Group 2, Goal A and Goal 8.*

For Guidelines to Review Development please see Chapter 5.

REVIEW THE PROPOSED USE AND ITS INTENSITY:

When a land use change is requested, both the use and the intensity of the use should be studied. The more "intense" a use the more impacts it creates. *See Intensity Described, Below.* Next, the appropriate zoning designation should be identified.

For example, a commercial use might be appropriate but the intensity of that use may or may not be appropriate, creating traffic, noise or other similar impacts. To ensure that the approval of particular zoning designation (each designation allows a range of uses) does not create the potential for inappropriate intensity the Commission may employ a variety of techniques These various techniques may include plans such as a Planned Unit Development, Development Plan, or Special District Plan and should be identified in the Zoning Code. *For more information on Special Districts see Special Districts described below.*

REFER TO THE LAND USE MAPS:

This Chapter includes Future Land Use Maps for the City of Claremore and for Rogers County. These maps are a guide to help evaluate and locate appropriate use and intensity of use for future development. The maps are broken into a range of land uses and three categories of intensity within each Land Use. The categories are Low, Medium and High. Special Districts have been introduced in areas of High Growth pressure. *See Exhibits 4.4 and 4.9*

Maps in this Chapter also show current Land Use Categories and Zoning Districts. The current Residential, Commercial and Industrial Land Use categories are broken into the three intensities of use, Low Medium and High. Descriptions of appropriate Land Use within each Special District can be found in Section D of this Chapter *See Page 4.22*

Land uses were selected based on the:

- Need for and demand on public utilities, services and infrastructure;
- Compatibility with other adjacent uses, both existing and anticipated
- Ability to transition between less and more intense uses
- Impacts on the natural environment

The intensity categories have been identified based on factors such as:

- Existing land use
- Availability of infrastructure
- Existing and anticipated growth patterns
- Anticipated land uses.

See Using the Maps and Matrices, Page 4.9, below.

INTENSITY DESCRIBED:

As noted above, development decisions are based on Land Use and Intensity. Zoning Districts are the specific tool that allows a specific range of uses with specific intensity. For example CG (General Commercial) uses are more "intense" than CN (Neighborhood Commercial) uses although both Districts allow commercial use. This section describes the three levels of intensity which in turn provides understanding of the rationale for the pattern of the Land Use Map.

Low Intensity Use: This level of use is primarily indicated in areas that are appropriate for single family homes, agriculture, parks, open space and similar uses with a low infrastructure to land area ratio. These areas have arterial streets on the perimeter and are directly served by residential level streets or future streets. Because of their sensitive nature and the tendency for children to be in these areas they should be protected from vehicular traffic generators and significant transportation corridors.
The edges of these areas should be protected. Medium intensity uses can form an appropriate transition and buffer.

Medium Intensity Use: This level of use is primarily located along existing transportation corridors at significant intersections and in and around existing commercial and industrial districts. Uses in this designation generate pedestrian and vehicular traffic, noise, light and other impacts generally associated with shopping, entertainment, office, recreation or multi-family living activities. Medium intensity use areas can successfully be used to buffer low intensity uses from significant impacts. Less intense medium intensity uses can buffer low intensity areas from more intense medium intensity uses. Medium intensity uses have greater need for and use of infrastructure and utilities and greater need to move vehicles and provide parking space for them.

High Intensity Use: This level of use is indicated in those areas which generate high vehicular traffic volumes, large numbers of users, noise, possible pollution and dense development. Highways, Industrial areas, Claremore's Central Business District, the University / Arts District and areas of resource extraction are examples of areas where certain types of High Intensity uses are appropriate. These areas should be separated from lower intensity residential or sensitive properties so that they will have minimal physical, economic or quality of life impacts. Utilities need to be of adequate size, capacity and condition to facilitate the use and provide appropriate levels of service. An example is adequate water sources to provide sufficient fire protection and support for manufacturing. .

SPECIAL DISTRICTS DESCRIBED:

These Districts have been introduced as a tool to address the issues that occur in areas that are subject to high growth pressure or that have a special character. These Districts are typically appropriate for a mix of Land Uses, a condition that requires special types of review. The Zoning Code identifies the items that should be reviewed for development in these Districts and the appropriate level of review. It also identifies the types of plans and information that should accompany a development proposal in a Special District.

The Zoning Code will be amended over time to include design standards that are prepared specifically for each of these areas.

There are eight (8) Special Districts that are located entirely within the City of Claremore. These Districts are broken into two groups, Transportation Corridor Districts and Special Use Districts.

There are ten (10) Special Districts that are located along primary Region-Wide transportation corridors throughout Rogers County.

See Pages 4.13 and 4.35 for a listing of the individual Districts. Please refer to Section D, Page 4.22 (City) and 4.46 (County) for a description of the Special Districts.

USING THE MAPS AND MATRICES:
Land Use, Zoning and Special District Maps are located at the end of this Chapter, organized by City *Exhibits 4.1 - 4.5* and County *Exhibits 4.6 to 4.10.*

Land Use Maps:

- Represent Current and Future Land Use Identify the appropriate Intensities of Use and the appropriate Land Use
- Should be compared to the Current Zoning Map *See Exhibits 4.2 and 4.6*
- Are one criteria for future zoning decisions

These maps represent Intensity and general Land Use types in the City and the County. Exhibits 4.2 and 4.7 show Current Land Use, based on Current zoning. Exhibits 4.3 and 4.8 show Future Land Use. To translate a land use into a zoning designation, refer to the Matrices as described below. When a zoning designation is assigned it specifically identifies the particular land uses that will be allowed on that particular parcel of land.

Zoning Maps: The maps included in this Chapter represent the Current Zoning designations in the City and the County *See Exhibits 4.3 and 4.8. See Section G, Page 4.65 for a summary description of the uses that are allowed in each Zoning Designation.*

Land Use Compatibility Matrix: *See Matrix 1, Page 59.* This matrix identifies the kinds of Land Uses that can be considered compatible with each of the three intensity levels (low, medium, high)

Zoning and Appropriate Intensity Matrix: *See Matrix 3, Page 63.* This matrix identifies the Zoning Designations that can be considered compatible with each of the three intensity levels.

Section F describes the characteristics of particular zoning categories, drawing information from the Zoning Ordinance. These descriptions and matrices summarize information the uses allowed by and the characteristics of the Zoning Designations, tying development requests for Land Use to the character of a particular Zone that can be used to appropriately implement the request.

These matrices and summaries should be considered as guides and explanations and should not be used as the sole source to determine proper land use.

A number of combinations of intensity and land use may be compatible with adjacent land use and zoning categories. Therefore, the Vision for the City and the Region *See Appendix C and Chapter 3*, the Guidelines To Review Development Proposals *See Chapter 5* and The Basis for The Plan *See Chapter 3* should used as a reference to assist in land use determinations on a case by case basis.

Current Zoning and Land Use Map Inconsistencies: In some cases, Current Zoning may be found to be inconsistent with the Land Use Map. When this occurs, zoning the Zoning Map and the Land Use Map should be brought into conformance. "Down zoning" or de-intensification is not recommended except with the consent of the land owner. Intensity does not always equate to value. For example, the value of medium intensity properties in a developing area may exceed the value of properties that are zoned for high intensity use in an area that is developing slowly.

ACCURACY OF MAPPING DETAIL:

Because of the size of the unincorporated study area the intensity categories and land uses have been indicated by general area. They are not indicated at a parcel to parcel level of detail. Additional study should be performed beginning with areas of high growth pressure to determine the exact boundaries for Land Use and Intensity of Use. The intent of this Plan is to locate boundaries in the unincorporated areas of the County along Section, ½ and ¼ Section boundaries.

In the City of Claremore intensity and land use boundaries should be defined by parcel boundaries. Exact land use boundaries should be analyzed and defined on a project by project basis.

REVISED ZONING CODE CATEGORIES:

During the preparation of this Comprehensive Plan the current Zoning Code has been reviewed and discussed from two perspectives. The first perspective is the Code's relationship to the recommended land use pattern and the second is the Code's ease of comprehension and use. As a result of these discussions, the Planning Commission has recommended that Code be revised, using the Tulsa Metropolitan Area Code as a model.

The revised Code should reduce the number of zoning categories and rename them to conform to the categories of the Code that is used across the Tulsa Metro Area. Lot sizes, densities and coverage should remain consistent with the existing Code and be reviewed at the time that the existing Code is revised.

Comparing the Codes: *See* Matrix 2 *Page 4.61* compares designations from the current code with recommended designations for a revised code.

D. THE PLAN FOR GROWTH:

CITY OF CLAREMORE

OVERVIEW

The Plan for Growth in the City of Claremore builds on existing land use patterns and incorporates anticipated new growth areas. Traditionally, higher intensities of use have been located along primary transportation corridors and in the downtown area. These primary transportation corridors are:

- Hwy 66 from the south to the north
- Will Rogers Blvd (Hwy's 20 and 88)
- Hwy 20 on the east side of downtown

The Plan also addresses areas of growth pressure:

- The Blue Starr Drive Corridor
- The area immediately east of Rogers State University. *See the University / Arts Special District, CD. 7, Page 4.30*
- The area in the southern portion of the City town near the proposed intersection of Hwy 20 and Hwy 66. It includes the potential Hwy 88 connection. *See the Southwest Special District, CD.8, Page 4.31*

For purposes of this Plan the City has been divided into four (4) quadrants:

1. Northwest Quadrant: North of Archer Street and West of the Burlington Northern. *See Page 4.13*
2. Northeast Quadrant: North of Will Rogers Boulevard, east of the Burlington Northern Railroad. *See Page 4.15.*
3. Southeast Quadrant: South of Will Rogers Boulevard and east of the Burlington Northern Railroad. *See Page 4. 18.*
4. Southwest Quadrant: South of Archer Street and West of the Burlington Northern Railroad: See *Page 4.20*

Existing Growth Pattern

Claremore's historic downtown is located east of the Hwy 66 in the area bounded by 4th Street and Patti Page Boulevards, from Hwy 66 to the Union Pacific Railroad Tracks. From that point it continues east between Will Rogers Boulevard and the alley behind 4th Street, bounded by Chickasaw Ave in the east.

The primary commercial area includes the area along Hwy 66 through the City limits and the area from Hwy 66 west along Hwy 88 (Will Rogers Blvd) to Rogers State University. East of Town, Hwy 20 is an established commercial area. The City has recently expressed interest in annexing and revitalizing this area and extending it to the east. *See Hwy 20 Special District, RD.3, Page 4.49.*

The City's primary industrial area is located north of Hwy 88 along Hwy 66. Sufficient land is available for growth in this area and no significant industrial expansion is anticipated.

The traditional City has been primarily residential outside the downtown office core, the highway corridors and the industrial area. This pattern will continue through the planning period with the exception of the "Special Districts" as described below. The City is largely built out to the north and east. Areas available for residential expansion are primarily to the south and west.

New Growth Areas

Much of the new growth in the City is anticipated to tend toward the south for a number of reasons:

- Existing growth pressure along the Highway 66 area near Verdigris and Catoosa
- Potential growth of Fair Oaks and East Tulsa (particularly job inducing)
- The potential realignment of Hwy 20 and Hwy 88. The intersection of Hwy 20, Hwy 66 and Hwy 88 is an area with potential for significant growth.
- The relocation of the Sanitary Sewer Treatment plant to the south on at the Verdigris. The backbone line along Dog Creek will open the drainage basin to development
- Available land and infrastructure compared to the north and east.

Growth will also:

- Move north along Hwy 66 responding to annexation and the new medical complex.
- Accelerate to the east along Hwy 20 to Will Rogers Downs, responding to Highway widening, a potential for sales tax producing growth in this area and relaxation of gambling restrictions.

Redevelopment will occur:

- In the downtown area and in the area near Rogers State University.

For additional discussion of anticipated growth pressures and direction please refer to Chapter 3, Sections F&G and Appendix A, Section D.

Special Districts

Special Districts have been established for areas that are subject to special growth pressures and therefore require more specific development standards. A Special District

is typically characterized by mixed use of medium and high intensity and special design standards. Proposed projects in the Special Districts will be reviewed per the Standards of that particular Special District which will be included as a Chapter in the Zoning Code.

Eight Special Districts have been introduced within the City limits. They are divided into Districts along Transportation Corridors and Districts in Areas of Special Use. They are identified as follows:

Transportation Corridors Districts:

Claremore District

(CD.1)	Will Rogers Boulevard
(CD.2)	Blue Starr Drive
(CD.3)	Hwy 66
(CD.4)	Hwy 88

Special Use Districts:

(CD.5)	Downtown District
(CD.6)	University / Arts District
(CD.7)	South West District

DESCRIPTIONS OF LAND USE BY QUADRANT

The Future Land Use Plan for the City *See Exhibit 4.4* addresses development within the current City limits. The Map shows a built out City limits with higher intensity corridors along travel routes and in Special Districts. Low intensity residential development extends from currently developed areas to the City boundary. The Map provides higher intensity areas for entertainment, recreation employment and retail space. It also responds to the perceived need for housing.

1. NORTHWEST QUADRANT
(north of Archer Street and West of the Burlington Northern Railroad):

The Northeast Quadrant of the City includes Rogers State University and the Will Rogers Museum. It includes two significant access routes, Hwy 20 and Hwy 88 and a significant local Arterial, Blue Starr Drive Blue Starr is a local route for trips between Hwy 66 and Hwy 88, avoiding the Will Rogers Corridor. This Quadrant includes the City's primary industrial area. The remainder of the quadrant is primarily residential, including mobile homes, apartments, duplexes and single family residences of a variety of sizes.

Much of the quadrant bounded by Brady, Blue Starr, the Railroad and Archer is comprised of older, smaller housing types, many of which are candidates for redevelopment.

Special Districts: Portions of Districts: C.1 (Will Rogers Corridor), C.2 (Blue Starr Drive, C.4 (Hwy 88), C.5 (Downtown District), and the entirety of C.6 (University Arts District) are located in the Northwest Quadrant. They are described at the end of this section. *See Page 4.22 for descriptions of Special Districts in the City.*

Please See Matrix 1, Page 4.59 to compare land use and intensity. Matrix 3, Page 4.63 compares zoning and intensity. Section 4C describes intensity.

Residential Uses:

- Low intensity residential development is appropriate north of Archer to the limits of Special District C.6, the University Arts District. It is also appropriate west of Clubhouse and north of Blue Starr Drive. It may be included in the University Arts district although medium and possibly some high density development is preferred within the District boundaries.

- Medium intensity (primarily attached and multi family) residential development is appropriate north of Blue Starr Drive and within the University /Arts District. The purpose of medium intensity development at this location is to buffer University uses and impacts from potential single family, lower intensity use further to the north. Transition to medium intensity residential development is also appropriate in the Blue Starr Corridor, to the east. Medium intensity residential development may be appropriate adjacent to the industrial area in the east.

- Small lot single family, attached for-sale duplexes, townhomes / condominiums and apartments are appropriate in University Arts District. High intensity residential development may be appropriate.

See Goal Group 3: Housing. Chapters 3 and 5, Appendix C.

Commercial Uses:

- Low intensity commercial development is appropriate at the intersection of Archer and Clubhouse and at the intersection of Brady and Holly. It may also be appropriate in the Blue Starr Corridor, in the University Arts District and in the northern reaches of Hwy 88.

- Medium intensity commercial use is appropriate in the University Arts District, particularly along Will Rogers Boulevard. It is also appropriate along Hwy 88 in the area just north and west of the Blue Starr intersection.

See Goal Group 2: Economic Development, Employment and Tourism, Chapters 3 and 5, Appendix C. Also See Goal Group 1: Community Beautification.

Industrial Uses:

Medium intensity Industrial uses are appropriate in the area adjacent to the existing industrial use.

2. NORTHEAST QUADRANT

(north of Will Rogers Boulevard, east of the Burlington Northern Railroad

The Northeast Quadrant of the City is the location of the historical core which creates its particularly character. It contains "downtown", government offices, and the large majority of the historical neighborhoods of the City. The Belvedere Mansion is located in here. It also includes the high school and the primary outdoor recreation facilities in the City, serving soccer, softball, baseball and Claremore Lake.

This Quadrant also includes the existing medical district which is concentrated around the Regional Hospital at the corner of Blue Starr and Florence. The newly annexed area north of the City (Lowery, Sioux, Route 66 area) provides room for a concentration of medical uses which may over time change the use of the Blue Starr Drive Corridor and draw medical use off of the corridor and to the north.

This quadrant also includes the corridor which connects the Downtown area with the I-44 interchange. The City is currently focusing on revitalizing the corridor and extending the connection east to Will Rogers Downs. The newly annexed area east of the City will seek to maximize the opportunity that has been provided by the widening of Hwy 20 to the east.

Special Districts: Portions of Districts CD.1 (Will Rogers Corridor), CD.2 (Blue Starr Drive), CD.3 (Hwy 66), and CD.5 (Downtown District) are located here.

See Page 4.22 for descriptions of the Special Districts in the City.

Please See Matrix 1, Page 4.59 to compare land use and intensity. Matrix 3, Page 4.63 compares zoning and intensity.

Residential Uses:

- Low intensity residential use is appropriate north and east of the downtown core. The primary undeveloped area is toward the northeast near Claremore Lake. The majority of the neighborhoods in the core have been well maintained. Neighborhoods to the east are newer. The Blue Starr corridor east of Sioux Avenue toward the lake should maintain a predominantly residential feel. Redevelopment with new single family homes and /or whole sale renovation, while appropriate near the core, will be minimal. Low intensity residential use is allowed in the Downtown Special District, *(CD.5)* but is not preferred.

- Medium and high intensity residential uses (typically townhomes and / or apartments) should increase with proximity to the downtown core. Mixed use is encouraged with apartments or lofts units above retail commercial or office uses.

- Medium and high intensity residential uses are appropriate in the Hwy 20 corridor. *See Hwy 20 Special District RD.4.*

See Goal Group 3: Housing. Chapters 3 and 5, Appendix C.

Commercial Uses:

- Commercial and office pressure has built over time in the Blue Starr Corridor, created to some extent by the concentration of medical offices at the corner of Blue Starr and Florence. This pressure is expected to ease to some extent with annexation along Hwy 66 and the location of the new office park north of Lowry and adjacent to the Highway. Low intensity commercial and office uses may be appropriate and should be considered on a case by case basis along the Blue Starr corridor in Special District CD.2 from Hwy 66 to Sioux Avenue.

- Low intensity commercial uses are appropriate along the Will Rogers Corridor between the downtown core and I-44. Medium intensity uses may be appropriate and should be considered on a case by case basis. Character building, sales tax revenue, shopping opportunities and impact to adjacent residential neighborhoods should be considered in any request for a medium intensity use. Driveway openings onto the corridor should be minimized by using techniques such as "ganged access drives. This corridor is the primary access route into the City from I-44. Therefore, Special District standards should be enforced to ensure that commercial development in this corridor makes a positive first impact.

- Low and medium intensity commercial uses are appropriate along Hwy 20 east of I-44. This recently annexed corridor is intended to transition to a primary sales tax producer over time. Higher density housing such as attached single family homes and Multi-family development are appropriate as a buffer between the commercial uses and larger single family residences. *See Goal Group 3: Housing, Goal E.*

- Medium intensity commercial and office use exists at the corner of Sioux and Blue Starr, primarily as part of the Regional Medical Center. Expansion of this commercial "node" should not be encouraged, protecting the character of the existing residential neighborhoods. Medium intensity office and commercial uses that do not negatively impact medical facilities will be appropriate near the new Medical Park, from the intersection of Sioux and Lowery to Hwy 66.

- Some types of high intensity commercial and office uses are appropriate in the downtown core. Examples include multi story office and government buildings, retail uses on multiple floors and uses that cater to on – street and other types of remote parking in a walking environment. These uses should respect the historic character of the core. Big box or vehicle intensive uses are not appropriate. Franchised uses should be adapted to support and encourage the Claremore character.

- Impacts to vehicular circulation and access along Hwy 66 and Will Rogers Boulevards and at the intersections along Hwy 66 in the core should be considered.

- Vehicle related high intensity commercial uses are appropriate along the Hwy 66 Corridor. Community character, shopping opportunity, and sales tax revenue are the primary considerations.

See Goal Group 2: Economic Development, Employment and Tourism, Chapters 3 and 5, and Appendix C, Page D. Also See Goal Group 1 Community Beautification.

Industrial Uses:

- Industrial uses are present along the east side of Hwy 66. Manufacturing and other medium and high impact industrial uses should not be expanded or located in this area. Business and research parks or other types of clean industry may be appropriate and should be considered on a case by case basis.

See Goal Group 2, Economic Development, Employment and Tourism Page 5.13 for additional review criteria. See 2A.2 and 2A.5 as examples.

3. SOUTHEAST QUADRANT

(south of Will Rogers Boulevard and east of the Burlington Northern Railroad)

The southeast portion of the City is primarily comprised of single family residences on smaller, "in town" lots. It includes Hwy 88 which exits the downtown area as an extension to 1st Street and runs southeast to Inola. It also includes Hwy 66 in the west. The existing sanitary sewer plant is located south of Kelly Court. *See Community Facilities, Exhibit D5.* It will be replaced by the new Regional Plant, located on Dog Creek. *See Page 3-27.*

Significant portions of the residential neighborhoods in the area south of Will Rogers Blvd and East of Muskogee Avenue have been inadequately maintained and should become candidates for renovation. Residential growth is anticipated throughout the southeast part of this quadrant.

This quadrant includes Claremore's primary commercial district, lined up along the east side of Hwy 66. These uses are served by and take their access from the Highway. The potential interface between the commercial area and residential uses to the east should be reviewed on a case by case basis.

Special Districts: Portions of Districts CD.1 (Will Rogers Corridor), CD.3, (Hwy 66 Corridor), CD.5 (Downtown District) and CD.4. (Highway 88) are located in the Southeast quadrant and are described at the end of this section.

See Page 4.22 for descriptions of the Special Districts in the City.

Please See Matrix 1, Page 4.59 for to compare land use and intensity. Matrix 3, Page 4.63 compares zoning and intensity.

Residential:

- Low intensity residential uses are appropriate in and adjacent to existing neighborhoods throughout the eastern and southern portions of the area.

- Medium intensity residential use is appropriate in the area east of Highway 66 and west of Muskogee Avenue. Medium intensity residential use may be appropriate in other parts of the Area and should be considered on a case by case basis, particularly in the case of a potential redevelopment. Medium intensity residential uses may be used to buffer low intensity residential neighborhoods from the uses in the Hwy 66 Special District Corridors. *See Goal Group 3: Housing, Goal E, Pages 5.27 and D.29.*

See Goal Group 3: Housing. Chapter 5, and Appendix C.

Commercial Uses:

- Low intensity retail and office uses are appropriate in the Hwy 88 Corridor. Development proposals in this corridor should be carefully considered in light of the potential improvement to Hwy 88 south to Inola. These decisions should also consider the impact of a potential realignment to Hwy 88 on the

west side of Hwy 66. *See Exhibit E.3.* That realignment may have the effect of removing the State Highway designation in this Area, north of Flint Road. If the State Highway designation is removed it will in turn affect the uses that are appropriate the northeastern stretch of the Highway as it enters the City on the east. Any project that requests for intensification of use should be reviewed with this potential future in mind.

- Vehicle oriented high intensity commercial uses are appropriate along Hwy 66. Curb cuts should be minimized. Character and revenue producing impacts should be considered as priorities. .

- Low intensity commercial use is appropriate along the north side of Country Club Drive from the intersection with Muskogee to the west.

- Low intensity office uses may be appropriate in transition areas between corridors and residential neighborhoods and should be considered on a case by case basis. Traffic impacts should be avoided.

See Goal Group 2: Economic Development, Employment and Tourism, Chapter 5, and Appendix C. Also See Goal Group 1: Community Beautification Chapter 5, and Appendix C.

Industrial Uses:

Industrial uses are not appropriate in the Corridor.

4. SOUTHWEST QUADRANT

(south of Archer Street and west of the Burlington Northern Railroad):

The Southwest portion of the City includes a portion of the Hwy 66 Special District, (CD.3) single family land use and the largest contiguous area of undeveloped property inside the City limits. This quadrant has the potential to be the primary growth area in the City, with Regional impacts, pending the realignment of Hwy 20 and possibly Hwy 88. *See Exhibit D.3.* The realignment of these Highways will potentially result in their intersection, west of Hwy 66 and north of King Road. If the realignment occurs, the close proximity of three State Highways is anticipated to create an area that could become a primary commercial area in the Region.

The relationship of the medium and high intensity uses in the Special Districts and the existing and future residential uses north of Country Club Drive should be reviewed on a project by project and cumulative basis.

Special Districts: A portion of District CD.3 (Hwy 66 Corridor) and the entirety of CD.7 (Southwest District) are located in the Southwest quadrant and described at the end of this section.

See Page 4.22 for descriptions of the Special Districts in the City.

Please See Matrix 1, Page 4.59 for to compare land use and intensity. Matrix 3, Page 4.63 compares zoning and intensity.

Residential Uses:

Low intensity residential uses are appropriate in the mile section between Holly and Country Club, west of Brady / Frederick.

Medium intensity residential uses are appropriate as buffers along the west and north sides of the Hwy 66 and Southwest Special Districts.

See Goal Group 3: Housing. Chapter 5, and Appendix C.

Commercial Uses:

- Low intensity commercial use may be appropriate along the south side of Holly Street and should be reviewed on a project by project basis. Preservation of the character of the residential neighborhood south of Holly Street should take precedence.

- High intensity use is appropriate in the Hwy 66 and Southwest Special Districts. Highway commercial, entertainment, recreation and large scale retail (big box) stores are appropriate in these locations. Special District standards should be enforced to ensure that the character of this high intensity development is consistent with the Region's emphasis on quality life style. Four sided architecture and shaded areas to reduce the heat impacts of "parking fields" are examples of recommended design considerations.

See Goal Group 2: Economic Development, Employment and Tourism, Chapter 5, and Appendix C. Also See Goal Group 1: Community Beautification Chapter 5, and Appendix C.

Industrial Uses:

- Low intensity industrial uses such as business and research parks may be appropriate in the Special District. Warehousing or other similar low impact use may be appropriate. Industrial uses should be screened from highway corridors. Structures should minimize visual impacts.

See Goal Group 2, Economic Development, Employment and Tourism Page 5.11 for additional review criteria. See 2A.2 and 2A.5 as examples.

SPECIAL DISTRICTS

(Refer to Exhibit 4.5)

Claremore Transportation Corridor Districts:

(CD.1) Will Rogers Corridor

Will Rogers Boulevard links Rogers State University (RSU) and the Will Rogers Memorial in the west with Hwy 66, Downtown and I-44 in the east. This corridor is a primary east / west collector, is substantially built out and is punctuated by views to RSU in the west and the Will Rogers Hotel at the intersection with Hwy 66. This Corridor links Hwy 88 in the west with Hwy 20 in the east which provides through access to Mayes County. The corridor has two important functions: It is the primary access into Claremore from the east and it serves as "Main Street". The Special District runs from Hwy 88 in the west to I-44 in the east.

Significant improvements to the street and the curbs have recently been completed in the area west of Highway 66. New improvements are planned in the downtown core. East of downtown, between the intersection with Patti Page Boulevard and the I-44 interchange development tends toward a state of mild disrepair. Overall, the corridor continues to be an underdeveloped resource as a link between the school, the hotel / downtown and I-44.

To enhance the corridor's image building / revenue producing capability the following should be considered as part of the Will Rogers Boulevard Special district.

- Intensification of use should be encouraged in the corridor. Two and three story buildings should be encouraged. Pedestrian and bicycle links should be created between RSU and Downtown.

- A phased, funded improvements program should be considered. This program should identify existing areas for landscaping improvements and areas for future improvements that might be negotiated upon redevelopment. Future street improvements, utility under grounding where possible, and improvements to existing signage should be considered. New development in this Corridor should contribute to corridor improvements.

- Retail commercial (sales tax producing) uses should be considered as a preferred use for parcels facing the Boulevard. Signage, landscaping, parking and visible building materials and orientation to the street should be reviewed for visual impacts to the travel corridor. Redevelopment of existing commercial areas should be reviewed for compatibility with pedestrian friendly planning standards. Large parking "fields" are not encouraged.

- A "Front Door" and a "Main Street" mentality should be adopted. Orientation to the east should not be overlooked.

- Multi family and/or higher intensity residential uses should be considered as appropriate residential uses adjacent to commercial uses.

- A comprehensive approach to development of parcels fronting the Boulevard should be considered to limit the number of access points. Frontage roads or access onto joint access drives at property lines are options.

- Office uses are acceptable development types, particularly as second floor uses.

- Single Family residential projects are not appropriate adjacent to the Boulevard.

- Industrial uses, including business parks, should be discouraged.

- New development should be reviewed to ensure compatibility with existing development and the historic context. It should support an image of new vitality with respect for the past.

- Projects in the Downtown Special District or the University / Culture and Arts District should be reviewed under the standards of those districts. *Zoning Code will be revised to include special districts.*

(CD.2) Blue Starr Corridor:

The Blue Starr Corridor is a primary link between the east and west portions of the City. A significant level of traffic uses the corridor between Hwy 88 and Hwy 66 and between Hwy 66 and the residential areas near Claremore Lake. Blue Starr is an area in transition; it includes a range of residential, office, commercial, light industrial and recreational uses, from mobile homes to the Regional Hospital to the American Legion Baseball Stadium with churches sprinkled in.

Blue Starr is show as a trail link between RSU / the Will Rogers Memorial and Claremore Lake. *See Exhibits D4 and D5.* Other factors that may influence and encourage growth in this Corridor include the proposed interchange / overpass at the Burlington Northern Rail Line / Hwy 66, proposed signalization at Hwy 88 and proposed widening between Hwy 88 Sioux Avenue. *Chapter 3, Section H.*
Light industrial uses are also located near the intersection with Hwy 66. This important Corridor also forms the northern boundary of the University / Arts District.

In the future the Corridor may have a "split personality". Uses that may be appropriate west of Hwy 66 may not be appropriate east of Hwy 66. In the past, significant traffic levels have been present all along the Corridor from Hwy 88 to Florence Avenue.

A concentration of Medical office space at the Florence / Blue Starr intersection has clustered around the Regional Hospital at that location. Reduced, but still significant levels of traffic are present east of Florence, between it and Sioux Avenue.

The American Legion baseball field is located there. Sioux Avenue is also a primary route for residents heading north to school facilities and sports facilities.

The creation of the new office park north of Lowry Road, between Sioux and Hwy 66 will, over time, significantly impact traffic patterns in this area as medical facilities move to the north. This location is in keeping with the Comprehensive Plan policies of locating public facilities along primary transportation routes. *See Goal Group 4: Infrastructure, Facilities and Services, Goals 4C and 4D. Particularly Objectives 4C.2 and 4D.4.*

This change to traffic patterns will impact future land use on the east side of Hwy 66. Overall, three specific areas of character are anticipated to emerge and should be encouraged along the Corridor. Moving from west to east:

- Hwy 88 to approximately Chambers Avenue -- the hillside area. This area is residential in nature and is anticipated to remain that way, taking advantage of the views to the east and the south.

- Chambers Avenue to Hwy 66. This segment will include a mix of uses including office, commercial and some light industrial space.

- Hwy 66 to approximately Sioux Avenue. This segment will include commercial uses near Hwy 66 and in various locations along its length. It will also include a variety of office uses.

- The area east of Sioux Avenue is primarily residential, includes a number of existing neighborhoods and continues to be one of the City's most desirable residential locations. It is outside the Special District and should remain residential in character.

Growth pressures east of Hwy 66 are anticipated to diminish with distance from it. These pressures are anticipated to increase west of Hwy 66, particularly in the event of a grade separated railroad crossing at this location.

Review of new projects will center around an appropriate transition between existing residential and proposed commercial, office and service uses.
To appropriately protect the existing residential character and support the Corridor's transportation and revenue producing capability the following should be considered as part of the Blue Starr Special District:

- Low intensity office and commercial uses are appropriate in the eastern portion of the corridor. *See Goal Groups 1 and 2, Chapter 5, and Appendix C.*

- Medium intensity residential uses may be appropriate in the eastern portion of the Corridor. *See Goal Group 3, Chapter 5, and Appendix C.*

- Medium intensity commercial, office and residential uses are appropriate on the east side of Hwy 66, near the intersection.

- Medium intensity commercial, office and industrial uses area appropriate on the west side of Hwy 66, near the intersection. Medium intensity residential

uses may be appropriate and should be reviewed on a case by case basis. Revenue producing uses should have precedence near the intersection.

- Low intensity office and commercial uses may be appropriate in the area west of Chambers Avenue and should be reviewed on a case by case basis.

- New projects should minimize additional curb cuts and should not create traffic impacts adjacent residential streets.

- Two story structures adjacent to Blue Starr are appropriate. Second floors should not view into residences or yards.

- Colors and materials should complement existing residential neighborhoods. Loading areas and trash receptacles should be screened from residential uses.

- New development along the Corridor should participate in trail construction and Right of Way improvements.

- A phased, funded improvements program should be considered. This program should identify existing areas for landscaping improvements and areas for future improvements that might be negotiated upon redevelopment. Future street improvements, utility under grounding where possible, and improvements to existing signage should be considered.

(CD.3) Hwy 66 Corridor:

The Hwy 66 Corridor is the primary image building and revenue producing corridor through the central portion of the county, bisecting the City of Claremore. The intersection of Will Rogers Boulevard and Hwy 66 can be considered as the "core" of the City.

This corridor has historic, nationwide roots. Locally, it serves as primary access to most of the City's significant number commercial and industrial areas. It travels through a variety of development conditions from vacant and agricultural lands and links the Claremore Core with the core areas of Catoosa, Verdigris, Foyil and Chelsea. (Chelsea and Foyil are outside the current study area).

Most of the east side of Hwy 66 is built out from Country Club Drive to the north. Both sides of the Highway are built out from Archer Street north. South of Archer the west side of the Highway is intermittently developed, primarily because of difficulty crossing the Burlington Northern Railroad which parallels the Highway. Much of the Highway south of Archer includes large parkways on either side of the travel way with a large center median. North of Archer the Hwy takes on the feel of an urban arterial with minimal landscaping and multiple access points on either side.

Signage, landscaping, lighting and building materials are inconsistent in this Corridor. Significant emphasis should be placed on consistency and quality in rural, suburban and urban conditions.

At this time Hwy 66 is the most visible and primary revenue producing roadway in the City. The Highway should continue to act as a revenue producer and should maintain its historic roots, particularly in the downtown area. To protect and enhance the corridor's image building / revenue producing capability the following should be considered when reviewing development proposals that are within the Hwy 66 Special District.

- A phased, funded improvements program should be considered. This program should include landscaping, street improvements, utility under grounding where possible, and improvements to existing signage with removal where appropriate. New development should participate in the Corridor Improvements program.

- Medium and high intensity retail commercial (sales tax producing) uses should be considered as preferred uses. Signage, landscaping, parking and visible building materials and orientation to the street should be reviewed for visual impacts to the travel corridor.

- Medium and high intensity residential uses should be considered as appropriate residential uses adjacent to commercial uses, creating a buffer between commercial and low intensity residential uses.

- A comprehensive approach to development of parcels fronting the Highway should be considered to limit the number of access points. Frontage roads or access onto joint access drives at property lines are options.

- Medium and high intensity office uses are acceptable development types. Multi story structures (to four stories) may be appropriate.

- Mixed uses are appropriate on one lot and / or in one structure.

- Single Family residential projects are visually appropriate but should be reviewed in light of the loss of revenue producing property.

- Industrial uses should be discouraged on parcels directly adjacent to the Highway. Additional review should occur for industrial proposals to ensure screening and use of appropriate building materials.

- Medical and office uses are appropriate in the northern portions of the City limits. High intensity / high impact uses may be appropriate in the area north of Lowery Drive, subject to compatibility with medical care uses.

- Projects proposed for Claremore's core area should be reviewed to ensure compatibility with existing development, historic context and support of the image of new vitality with respect for the past.

- Projects in the area of the Downtown Special District should be reviewed under the standards of that district.

(CD.4) Hwy 88 Corridor:

Highway 88 is a primary east / west collector in the central portion of the County, linking Oologah and Highway 169 in the west with the City of Claremore in the east. The Highway is also a primary north / south collector linking Claremore with the City of Inola in the southeast, crossing I-44 and Hwy 412 along the way.

The Highway meets Will Rogers Boulevard in the western portion of the City of Claremore, follows it to Lynn Riggs (Highway 66), turns south to 1st Street and turns east, running to the southeast toward Inola. Because of this circuitous route through Claremore Highway 88 has been the subject of significant realignment studies. A preferred realignment for the Highway would take it due south at the bend in Will Rogers Boulevard and continue south to intersect the proposed realignment of Hwy 20. *See Exhibit D4.* Improvements and realignment are subject to finding appropriate funding sources.

The Highway 88 Corridor in the City of Claremore is located from Lowery Road the north to Blue Starr Drive in the west and from the limits of the Downtown Special District to the City limits in the east. *See Exhibit 4.5*

These two conditions differ significantly. In the west, Hwy 88 is bounded on the west by large parcels with scattered residential, ag and commercial development and church use. Residential development predominates on the east side of the Highway. In the east, Highway 88 is bounded by residential uses to the west and the Union Pacific Railroad to the east.

To protect the corridor's transportation function, guide future development of its large areas of vacant land, protect the existing residential development, utilize its revenue producing capability and create a positive, comprehensive image the following should be considered as part of the Highway 88 Special District.

West:

- Light intensity retail commercial (sales tax producing) uses should be considered as a preferred use at intersections with major collectors. Medium intensity commercial should be considered. Signage, landscaping, parking and visible building materials and orientation to the Highway should be reviewed for visual impacts to the travel corridor.

- Light and medium intensity office uses are appropriate.

- Highest intensity uses should be concentrated at intersections with major county wide collectors.

- A comprehensive approach to development of parcels fronting the Highway should be considered to limit the number of access points. Frontage roads or access onto joint access drives at property lines are options to be explored.

- Primary access from the Highway into single family additions should be minimized.

- Existing residential development should be respected.

- Manufacturing and Industrial uses should be not be allowed in the corridor.

East:

- Low intensity office and commercial uses may be appropriate.

- Parcels between the Highway and the 1st residential street to the west may be considered for intensification of use.

- Existing residential development should be respected.

- Manufacturing and Industrial uses should be not be allowed in the corridor.

- Signage, landscaping, parking and visible building materials and orientation to the Highway should be reviewed for visual impacts to the travel corridor and to the adjacent residential uses.

- A comprehensive approach to development of parcels fronting the Highway should be considered to limit the number of access points.

Claremore Special Use Districts:

(CD.5) Downtown District:

The boundaries of this district are Owalla Avenue in the west, Choctaw Avenue in the east, 5th Street in the north and Claremore Street in the south. *See Exhibit 4.5.* This area encompasses the core of the City and includes:

- A mix of uses (retail, office and residential space) in an urban form (zero setbacks, on-street parking)
- government facilities such as City Hall, police and fire stations and the County Courthouse
- State Highways (66, 88 and 20) and their attendant commercial uses
- The Burlington Northern and Union Pacific rail lines
- The primary intersection in Claremore
- The Historic Core (Will Rogers Boulevard)
- Residential districts which include a range of homes sizes and types in a range of conditions

This District and the areas immediately adjacent to it contain Claremore's primary historic examples. They are in turn a primary visual link to the Region's past. Because the City of Claremore recognizes the need to preserve the heritage of the Community it has created a Claremore Historic District within the Downtown Special District. The boundaries of the Claremore Historic District are as follows:

Beginning at the corner of Lynn Riggs Boulevard and Patti Page Boulevard; from and along Patti Page Boulevard to the east main track of the Burlington Northern Santa Fe Railroad; along said track to its crossing at Will Rogers Boulevard; along Will Rogers Boulevard to Weewonah Avenue; along Weewonah Avenue to the first property line currently used as alleyway and following said boundary to Chickasaw Avenue; along Chickasaw Avenue to the first alleyway then following said alleyway North to Weenonah Avenue; along Weenonah to the east to the next preceding alleyway; through said alleyway to the track of the Burlington Northern Sante Fe Railroad; along said track to the west to Fourth Street; along Fourth Street to Lynn Riggs Boulvard; along Lynn Riggs Boulevard to the west to meet the point of beginning. *See Exhibit 4.1, Page 4.30*

To protect and enhance the District's image building and revenue producing capabilities and its established neighborhoods the following should be considered as part of the Downtown Special District, which includes the Claremore Historical District.

- Medium and high intensity uses commercial and office use is appropriate. Mixed use (commercial, office, residential) on single parcels should be encouraged. The Zoning Code should be refined to clearly give direction to proposed mixed use projects.

EXHIBIT 4.1

City of Claremore Historic District

- A phased, funded improvements program should be considered that includes landscaping, street/sidewalk/curb improvements and street furniture such as lighting and benches. This program should work with and complement the on-going Main Street effort. New development should participate in these improvements.

- Intensification, including increased height, is encouraged.

- Pedestrian orientation should be encouraged as part each new project.

- Single family residential or industrial uses are not appropriate.

- Specific design standards for new and reconditioned structures should be defined in all new proposals.

- Medium and high density residential uses are appropriate in the areas immediately adjacent to the mixed use core and should be considered in residential areas near the core that are candidates for redevelopment.

- Cultural and Artistic uses should be encouraged. *See Goal Group 5, Chapter 5, and Appendix C.*

- Established residential neighborhood character should be protected.

- New structures should relate in color, style, mass and material to the historic context. *See Goal Group 1, Goal 1.C, and Goal Group 8, Goal 8B.*

(CD.6) University / Arts District:

The boundaries of this district are Clubhouse Road in the west, Blue Starr Drive in the north, Chambers Avenue in the east and Parkwood Drive / Driftwood Drive and Dupont Street in the south. At Chambers Street the District includes a small area south to Cedar Street and west to Moore Avenue. This District has three existing anchors, the Will Rogers Museum and Memorial, the Rogers State University (RSU) campus and the Expo / Super Recreation Center

The District contains significant open space and land owned by the University in the west and significant area of older housing in the south and east, much of which is candidate for redevelopment.

To utilize the District's potential to create a University atmosphere in Claremore and to become a core area for pursuit of the Visual and Performing Arts the following should be considered as part of the Downtown Special district.

- Medium and high intensity uses and mixed use (commercial, office, residential) on single parcels should be encouraged. The Zoning Code should be refined to clearly give direction to proposed mixed use projects.

- Commercial recreational uses and parks and community facilities are appropriate.

- Specific design standards for new and reconditioned structures should be defined

- Specific standards for pedestrian oriented development along Will Rogers Boulevard should be defined and included in the Special Districts Chapter of the Zoning Code. Until that time each new development should identify the ways that it is oriented to pedestrians.

- Entertainment and performance/assembly uses should be encouraged.

- Higher density residential uses are appropriate in this district and should be considered in existing residential areas that are candidates for redevelopment.

- Low and medium intensity neighborhood commercial and service uses should be encouraged along DuPont.

- Manufacturing and Industrial uses are not appropriate.

- District specific standards for higher density development should be considered and included in the Zoning Code. Examples include reduced street widths, reduced setbacks, increased height, floor area and coverage.

- A specific plan for development should be prepared that ensures bicycle and pedestrian access between the University and the downtown area and ties it to the Master Trails Plan.

(CD.7) Southwest District:

The District is bounded by Southaven Road in the west, Country Club Drive in the north, the Burlington Northern Railway in the east and King Road in the south.

This area has the potential to be the primary retail and entertainment center in the County with the proposed improvements to Country Club Drive and King Road and the proposed realignment of Hwy 20 to loop around the south end of the City.

To guide and direct the coordinated and pleasing development of this district and to encourage its revenue producing capability the following should be considered as part of the Southwest District.

- Specific standards for development in this District should be included in the Zoning Code. Those standards should address the visual and operational issues associated with high volume, vehicle oriented commercial development, including signage.

- Standards should address the relationships of commercial uses with high density, vehicle-oriented residential use.
- Large scale commercial uses such as major retailers should be encouraged
- Entertainment uses such as movie theaters and eating establishments should be encouraged along with overnight stay facilities.
- Higher density residential uses should be encouraged.
- Single family residential projects should not be encouraged.
- Manufacturing or industrial projects should not be encouraged.
- A phased, funded improvements program should be considered. This program should identify means to accomplish the proposed streets improvements program for this area. It should provide for infrastructure undergrounding of utilities and landscaping

Overview

The Plan for growth for unincorporated area of Rogers County builds on existing land use patterns. The highest intensities of use have traditionally been located along the primary transportation corridors which include a number of state highways. Other areas of high intensity use are in the area surrounding the Port of Catoosa and near various mining operations *See Exhibit F.11* these patterns will continue.

The Plan identifies nine (9) Special Districts that are located along primary Region-Wide transportation corridors. The nine districts are as follows:

Regional District (RD) .1	Route 66 Corridor	45
RD.2	Hwy 169 Corridor	46
RD.3	Hwy 20 Corridor	47
RD.4	Hwy 20 Corridor (East)	48
RD.5	Hwy 88 Corridor	49
RD.6	Hwy 266 Corridor	52
RD.7	Hwy 167 Corridor	54
RD.8	McLelland Kerr-Corridor	55
RD.9	Hwy 412 Corridor	55
RD.10	I-44 Corridor	56

For purposes of this Plan the Couny has been divided into four (4) quadrants:

1. Northwest Quadrant: West of Lake Oollogah and North of Hwy *See Page 4.35*
2. Northeast Quadrant: East of Lone Elm (S4130) and North of Hwy 20. *See Page 4.38.*
3. Southeast Quadrant: East of Hwy 66 and South of Hwy 20. *See Page 4. 40.*
4. Southwest Quadrant: West of Hwy 66 and South of Hwy 20. See *Page 4.42*

New Growth Areas

New growth in the County will tend toward the southwest and the northwest for a number of reasons:

- Existing growth pressure along the Highway 66 area near Verdigris and Catoosa
- The potential for industrial development (jobs) in Fair Oaks in northwest Tulsa County
- The potential realignment of Hwy 20 and Hwy 88. The intersection of Hwy 20 and Hwy 66 is an area with potential for significant growth.

- The relocation of the Sanitary Sewer Treatment plant to the south on at the Verdigris. The backbone line along Dog Creek will open the drainage basin to development

- Lack of available land and infrastructure to the north and east.

Residential growth continues to move north along Hwy 169 as land prices continue to rise in the southern portion of the County. Commercial growth may follow, particularly along the Hwy 169 Corridor.

Growth pressure is also present along Hwy 20 to the east. The City of Claremore has recently considered annexation along Hwy 20 to Will Rogers Downs and the Regional Airport. Statewide relaxation of gambling laws may fuel expansion of the race track and new growth to the east.

A Planned Unit Development of significant size, Stone Canyon, has been approved in the southwest portion of the County. The project is approximately 3,300 acres in size, includes a maximum of 5,491homes at build out and is bounded by 145th East Avenue in the west, 76th Street North in the north, 193rd East Avenue in the east and Hwy 266 (port Road) in the south. This development proposes residential and commercial land use, maintains some mining use and will create traffic pressure along Hwy 266, particularly at the intersection with 193rd East Avenue. It will increase the need for commercial development in and around the City of Catoosa and the Port.

For additional discussion of anticipated growth pressures and direction please refer to Chapter 3, Section G.

DESCRIPTIONS OF LAND USE BY QUADRANT

1. NORTHWEST QUADRANT
(west of Lake Oologah and north of Hwy 20)

This quadrant includes one of the primary growth corridors in the county, the US 169 Corridor north of the City of Owasso. As land becomes more expensive in the Owasso area growth will naturally travel up the transportation corridor toward the town of Oologah. Flood prone areas along the Caney River serve as a barrier to development and will act to "bottle it up" until the pressure is great enough to leap the barrier and move toward Rogers County and Oologah.

The western portion of Rogers County is experiencing residential growth moving east out of Collinsville, some of which is moving north of Hwy 20. As land values increase in the southern portion of the County growth pressure will increase toward Oologah. At Oologah, will continue north and will turn to the east, following Hwy 88 and existing infrastructure. Improvements to Hwy 88 should be considered to accommodate potential traffic increase between Oologah and Claremore.

This quadrant will continue to experience single family residential growth and will require infrastructure upgrades.

Special Districts: Portions of District RD.3 (Highway 20 Corridor) and RD.4 (Hwy 88 Corridor) and the entirety of RD. 2 (169 Corridor) are located in the Northwest quadrant and described at the end of this section. *See Page 4.45 for descriptions of Special Districts in the County.*

Please See Matrix 1, Page 4.59 to compare land use and intensity. Matrix 3, Page 4.63 compares zoning and intensity.

Agriculture Uses:

- The agriculture land use districts protect agricultural uses and limit the expansion of growth. The purpose of this limitation is to ensure efficiency of infrastructure use and to increase the ability to maintain it. Agricultural land uses are indicted in the northwest portion of the County, generally north of E410.

- They are also generally located in:
  - the area more one (1) mile north of Hwy 20
  - the area more than two (2) miles east of the County boundary
  - the area more than two (2) miles south of Hwy 169
  - the area more than two (2) miles west of Hwy 88 as it heads south into Claremore.

- Proposals for growth in agricultural areas are not encouraged during this planning period. Proposals should be reviewed in a detailed manner and

should include special benefits such as employment or housing of a type unavailable elsewhere in the Region. These benefits should be reviewed in light of required infrastructure expansion and potential growth impacts in a remote area. Changes in use from the agriculture district require a Comprehensive Plan amendment prior change in zoning designation. Specific requirements for amendment are described in Appendix B, Implementation.

See Objective 1B.3, and Objective 8D.3, Chapter 5, and Appendix C, Also Chapter 3 Section F, Page 3.11.

Residential Uses:

- Low intensity residential uses are appropriate in the Northwest Quadrant. These uses should be concentrated in relatively close proximity to existing development to ensure efficient use of infrastructure. "Leap frog" development should be discouraged. *See Basis for the Plan, Chapter 3 Page 3.11 See Objective 3D.3, Chapter 5, and Appendix C.*

- Expansion of residential land use during the planning period should generally be limited to the area in the first mile north of Hwy 20, the area within two (2) miles of the County's western border and, the area within (two) 2 miles of Hwy 169.

- Low intensity residential growth is appropriate east of the Town of Oologah, between it and Lake Oologah.

- Low intensity residential growth is appropriate west of Oologah along East 410 (Crusher), in the first mile north and south to Hwy 169.

- Medium intensity residential use is appropriate in Special Districts and at the edge of Special Districts as a transition between the District and Low Intensity Residential use. *See Goal Group 3: Housing, Goal E, Chapter 5, and Appendix C.*

Commercial Uses:

- Low intensity commercial use is appropriate in the Special District along Hwy 20 (RD.3) and should be reviewed subject to the specific requirements of that District as outlined in the Zoning Ordinance. Medium intensity commercial use may be appropriate at arterial street intersections.

- Medium intensity commercial uses are appropriate in the Hwy 88 Corridor (RD.4) and should be reviewed subject to the specific requirements of that District as outlined in the Zoning Ordinance.

- Medium intensity commercial uses may also be appropriate along the 169 Corridor, north of the Town of Oologah, between it and Talala. Development in this corridor should not be "leap frog" in nature and should not outpace available infrastructure. Infrastructure should not be extended to serve a single development. *See Basis for the Plan, Chapter 3 Page 3.11. See Objective 3D.3, Chapter 5, and Appendix C.* Development proposals should be reviewed subject to the specific requirements of the Special District as outlined in the Zoning Ordinance.

- Medium and High intensity commercial uses are appropriate in the Hwy 169 Corridor (RD.2) and should be reviewed subject to the requirements of that District.

Industrial Uses:

- Low intensity Industrial use (business and Research Park, clean or high tech industry) may be appropriate in areas between the existing AEP plant (south of Hwy 88) and Hwy 88 or between it and Hwy 169. These areas are within Special Districts RD.2 and RD.4 and proposed development in these areas should be reviewed subject to the requirements of those Districts, as outlined in the Zoning Ordinance.

- Research Park and Light Industrial Uses may be appropriate along Hwy 20, east of I-44, particularly in the area of the Airport Industrial Park.

2. NORTHEAST QUADRANT
(east of Lone Elm (S4130 and north of Hwy 20)

This Quadrant includes portions of the County located on the west, north and east sides of the City of Claremore. There are currently no primary growth regions located in this quadrant. However, if the towns of Foyil and Chelsea are able to fund connection to the Regional Sewer System the Hwy 66 Corridor north of Claremore has the potential to become a significant growth area. The City of Claremore has recently annexed area adjacent to Hwy 20, extending east to Will Rogers Downs. Growth in the City along the Hwy and in the area of the Downs may trigger adjacent growth in the County.

Special Districts: Portions of Districts RD.1 (Highway 66 Corridor), RD.3 (Highway 20 Corridor) RD.4 (Hwy 88 Corridor) and RD. 8 (Hwy 44 Corridor) are located in the Northeast quadrant and described at the end of this section. *See Page 4.45 for descriptions of Special Districts in the County.*

Please See Matrix 1, Page 4.59 to compare land use and intensity. Matrix 3, Page 4.63 compares zoning and intensity.

Agriculture Uses:

- Agricultural land use is recommended as a limit to growth along the northern boundary of the Planning Commission's jurisdiction. The purposes of this limit are to ensure efficient use of infrastructure, deter leap frog development and deter development in areas outside the jurisdiction of the Commission and the Building Inspector.

  See Objective 1B.3, Objective 8D.3 and Chapter 5, and Appendix C. See Also Basis for the Plan, Chapter 3, Section F Page A.7 and Objective 3D.3.

Residential Uses:

- Low intensity residential uses are appropriate outside the Special Districts in the remainder of the area. Intensity should decrease with distance from the Claremore boundary.

- Medium intensity residential uses may be appropriate in Special Districts and at the edge of the Districts as a transition into low intensity residential uses. *See Goal Group 3: Housing, Goal E.*

- Medium intensity residential uses are appropriate in the first mile north of Hwy 20 and adjacent to the west boundary of the City of Claremore which is the University / Arts District. .

- Medium and high intensity residential uses are appropriate in the Hwy 20 corridor. *See Hwy 20 Special District RD.4.*

Commercial Uses:

- Low intensity commercial uses may be appropriate along Hwy 20, west of Claremore. Future realignment of Hwy 20 should be part of any development review in this area. If Hwy 20 is realigned to the south commercial uses will be less appropriate along the previous Hwy alignment and should be reviewed on a case by case basis. *See Hwy 20 (RD.3), Page 4.48.*

- Low and Medium intensity commercial uses are appropriate in the Special Districts along the Hwy 88 and Hwy 66 corridors and in the Hwy 20 corridor east of Claremore. Proposed development in these areas should be reviewed subject to the requirements of those Districts, as outlined in the Zoning Ordinance.

- High intensity commercial uses are appropriate in Special District 9 (I-44 Corridor) and should be reviewed subject to the requirements of that District.

Industrial Uses:

- Low intensity industrial uses such as research and development or clean industry may be appropriate in the Hwy 66 corridor subject to the provisions of Special District RD.1.

- Low and Medium intensity industrial uses may be appropriate in the I-44 corridor, given its interstate status. These uses are subject to the provisions of Special District RD.9.

- Low and Medium intensity industrial uses are appropriate in the area in and adjacent to the Claremore Regional Airport. *See RD 3, Page 4.49*

  See Basis for the Plan, Chapter 3, Section F.

3. SOUTHEAST QUADRANT
(east of Hwy 66 and south of Hwy 20)

This Quadrant includes Hwy 66 and I-44 which are the major north / south collectors in the Region, the soon-to-be- widened Hwy 88 link between Claremore and Inola, and the area adjacent to the Fair Oaks Community and the US 412 Corridor. It also includes the location of the new Regional Sewer Treatment Facility at the confluence of Dog Creek and the Verdigris River. As mentioned previously, this facility and the backbone line that will feed it may become a significant growth inducing factor in the area between the Town of Verdigris and Hwy 88.

Inola is experiencing growth. The Community sees its future development as extending west along Apache Street and North along the Hwy 88 Corridor. Hwy 88 north of Inola is not within the jurisdiction of the Planning Commission. *See Exhibit 4.9.*

The McLelland-Kerr Navigation Channel Special District is (RD.7) included in this quadrant. The Channel intersects Hwy 412 at Port 33, just west of Inola. This area could be a significant industrial growth area if infrastructure were to be extended to it. The area lies to the east of the community of Fair Oaks. If Fair Oaks were to attract large scale industrial use, infrastructure from that area could be extended to the east creating significant industrial development from Port 33 to the Port of Catoosa.

The vacant area between the new Creek Turnpike alignment and Hwy 66 (including that portion of the former Turnpike alignment that has been taken out of service) should be the focus of additional study. The City of Catoosa and the Oklahoma Turnpike Authority have expressed interest in the development of that area.

Other items of note:

- Large portions of this quadrant are not included in any Rural Water or Fire District. *See Exhibits E.4 and E.5.*
- Areas near the Verdigris River are subject to flooding. *See Exhibit E.6.*
- Soils south of Vedigris on the west side of Dog Creek are very slow to perc. This condition continues on the south side of the Verdigris River. These areas appear to require sanitary sewer -- conditions do not appear to support septic systems. *See Exhibit E.9.*
- Soils are rich in organic matter along Dog Creek and the Verdigris River. *See Exhibit E.12*

Special Districts: Portions of District RD.3 (Highway 20 Corridor), RD.4 (Hwy 88 Corridor) and RD. 8 (Hwy 44 Corridor) are located in this quadrant. RD.7 (McLelland Kerr Navigation Channel) and RD.8 (Highway 412 Corridor) and entirely within the Southeast quadrant. Special Districts are described at the end of this section.

See Page 4.45 for descriptions of Special Districts in the County.

Please See Matrix 1, Page 4.59 to compare land use and intensity. Matrix 3, Page 4.63 compares zoning and intensity.

Agriculture Uses:

- Agricultural land use is recommended in the area between the Navigation Channel and the eastern boundary of the Planning Commission jurisdiction, South of Yocham and north of the Hwy 412 Special District. The purpose of this district is to ensure efficient infrastructure expansion and limit leapfrog development in the Dog Creek basin and in the area north of Hwy 412.

  See Objective 1B.3, Objective 8D.3, and also Basis for the Plan, Chapter 3, Section F, and Objective 3D.3, Chapter 3 and Appendix C.

Residential Uses:

- Low intensity residential uses are appropriate in the areas:
  - Between the I-44 Corridor (Special District 9) and the eastern boundary of the Planning Commission jurisdiction
  - In the area between the I-44 and Hwy 88 Corridors (Special Districts 8 and 4) and north of the Verdigris River
  - In the area west of Inola and south of 11th Street

- Medium intensity residential uses are appropriate in the I-44, Hwy 66 and Hwy 412 Corridors. They may be appropriate in the Hwy 88 Corridor.

- Medium intensity residential uses are also appropriate:
  - In the Navigation Channel Corridor (Special District 7)
  - In the area within two (2) miles south of the I-44 / Hwy 88 intersection
  - In the area south and west of the Navigation Channel Corridor and north of the Hwy 412 Corridor

- Medium intensity residential uses may also be appropriate in areas immediately adjacent to Special Districts, used as a buffer between uses in the District and the adjoining low intensity residential uses. *See Goal Group 3: Housing, Goal E. Chapter 3, Section F, Chapter 5, and Appendix C*

Commercial Uses:

- Low intensity commercial uses are appropriate in the area on the south side of 11th street west of Inola.

- Medium intensity commercial uses are appropriate in the Hwy 66, I-44 Hwy 88 and Hwy 412 Corridors. Proposed commercial development in these areas should be reviewed subject to the requirements of those Districts, as outlined in the Zoning Ordinance.

- High intensity commercial uses are appropriate in the Hwy 412 corridors, subject to the requirements of those Special Districts, as outlined in the Zoning Ordinance.
  See Exhibits 4.9 and 4.10.

Industrial Uses:

- Low and medium intensity industrial uses may be appropriate in the I-44 and Hwy 412 Corridors, subject to the requirements of those Special Districts as outlined in the Zoning Ordinance.

- Medium intensity residential uses are appropriate in the areas:
  - South of E560, east to the Navigation Channel
  - Within the curve of the Channel between it and N4140, south to Hwy 412
  - On the east side of the Channel, south of E570, west of N 4160
  - In Special District 7

4. SOUTHWEST QUADRANT
(west of Hwy 66 and south of Hwy 20)

This Quadrant is experiencing two primary types of growth. The first is Industrial growth around Port of Catoosa, the second is residential growth moving east out of Collinsville and north of Hwy 266 (Stone Canyon). Future growth inducers may be new development in Fair Oaks and east Tulsa.

Significant quarry operations are located in the area north of Hwy 266 with a quarry north of 66th Street North and west of 161st East Avenue. The relationship of quarry operations and nearby residential areas should be the subject of additional study.

The Catoosa Comprehensive Plan indicates mining use in the areas north of Pine Street and south of 36th Street North, between 145th East Avenue and 161st East Avenue.

Other items of note:

- The Southern portion of the quadrant is not served by a rural Fire Department. *See Exhibit E.5*
- Areas near Hwy 266 and 167 are subject to flooding. *See Exhibit E.6.*
- Bedrock (largely limestone) tends to be near the surface. This increases the cost of development, particularly new infrastructure extensions. This also supports mining operations. *See Exhibit E.8., Exhibit E.11, Exhibit 4.7.*
- Soils south in the Valley Park region and in the Hwy 167 Corridor are very slow to perc. These areas appear to require sanitary sewer -- conditions do not appear to support septic systems. *See Exhibit E.9.*
- There is a high concentration of oil and gas wells near the western boundary, north of Hwy 266. *See Exhibit E.10*
- The 3,300 acre Stone Canyon mixed use PUD will add traffic and commercial pressure onto Hwy 266 and 193rd East Avenue, particularly in the area near the intersection of these two primary travelways.

Special Districts: Portions of Districts SD.1 (Highway 66 Corridor), SD.5 (Highway 266 Corridor) SD.6 (Hwy 167 Corridor) SD. 8 (Hwy 412 Corridor) and SD. 9 (Hwy 44 Corridor) are located in the Southwest quadrant and described at the end of this section.

See Page 4.33 for descriptions of Special Districts in the County.

Please See Matrix 1, Page 4.59 to compare land use and intensity. Matrix 3, Page 4.63 compares zoning and intensity.

Agriculture Uses:

- Agricultural land is recommended to remain in the area from Hwy 266 north to 66th Street north. Primary purposes of this agricultural area are to focus industrial development near the port and protect the residential areas north of 66th Street north.

- Proposals for new industrial development may be appropriate in this area but should be evaluated in light of:
  - other areas nearer the port that are available for industrial development
  - potential impacts to residential areas to the north
  - existing available infrastructure

Residential Uses:

- Low intensity residential uses are appropriate in the area south of Hwy 20 and north of 66th Street north from the Rogers County boundary east to 193rd Street East.

- Medium intensity residential uses may be appropriate in the Hwy 66 or 266 / 167 Corridors or along Hwy 20. Medium intensity uses may also be appropriate as a transition from Special District uses to low intensity single family uses. *See Goal Group 3: Housing, Goal E. Chapter 5, and Appendix C*

Commercial Uses:

Low intensity commercial uses are appropriate in the Hwy 20 Corridor.

- These uses are subject to the provisions of Special District 3. Low intensity commercial uses are also appropriate at the intersection of section line streets in the residential growth area east of Collinsville.
  Appropriate intersections include 108th and 161, 108th and 193rd; 88th and 161st and 88th and 193rd

- Low and medium intensity commercial uses are appropriate in the Hwy 66, Hwy 266 and Hwy 167 Corridors and will be subject to the standards for Special Districts in those corridors as outlined in the Zoning Ordinance.

- Medium intensity commercial may be appropriate at the intersection of 98th and 193rd; this intersection is centrally located in the area of anticipated residential development.

Industrial Uses:

- Low intensity industrial uses are appropriate in the Special Districts along the Hwy 66, Hwy 167 and Hwy 266 Corridors and will be subject to the standards of those Special Districts. Uses visible from the Hwy should be screened and oriented to minimize view impacts. Business and Research or low impact clean industry is appropriate.

- Medium intensity residential use may be appropriate in the Hwy 66 and Hwy 266 / 167 Corridors. Medium intensity uses in these areas are subject to the standards of the Special Districts and should be reviewed on a case by case basis to minimize impacts to motorists and to adjacent and agricultural uses.

- Medium intensity industrial uses are appropriate in the area south of E540th, east of the Navigation Channel and west of Hwy 66.

- High intensity industrial uses are appropriate in the area on the east side of the Navigation Channel, south of Hwy 266 and north of E540th. They are also appropriate in the area west of the Navigation Channel, south of Hwy 266 and east of Hwy 167, north of Apache.

SPECIAL DISTRICTS

(See Exhibit 4-10)

Region Wide Transportation Corridors
(RD.1) Hwy 66 Corridor:

The Hwy 66 Corridor is the primary image building and revenue producing corridor through the central portion of the county. The Hwy leaves Hwy 412 at Catoosa and travels north through the County, existing in the northeast corner.

This corridor has historic roots, serves as a primary transportation route to a number of commercial and industrial areas and travels through a variety of development conditions from vacant and ag lands to the core areas of Catoosa, Verdigris, Claremore, Foyil and Chelsea. *(Chelsea and Foyil are outside the current study area).* The Corridor is part of the nationally known Route 66 and as such offers significant potential as a character builder, offering culture unique to the Region, nostalgia and a vision for the future. This potential of this resource should not be underestimated and should not be damaged by haphazard or profit based development that does not respect the policy of balance.
See Goal Group 1, Goal C, Chapter 5, and Appendix C.

To protect and enhance the corridor's image building / revenue producing capability the following should be considered as part of the Hwy 66 Special district.

- A phased, funded improvements program should be considered. This program should include coordinated landscaping at interchanges and primary intersections, street improvements, utility undergrounding where possible, and improvements to existing signage with removal where appropriate. New development should participate in improvements. *See Goal Group 2, Objective 2C.3.*

- Retail commercial (sales tax producing) uses should be considered as a preferred use. Signage, landscaping, parking and visible building materials and orientation to the street should be reviewed for visual impacts to the travel corridor. Intensity of use should grow with proximity to signalized intersections and / or interchanges with other major highways.

- Commercial sites should be developed in a cooperative or comprehensive basis to provide visibility for a number of individual establishments. Strip development and individual, leapfrog site development is discouraged.

- Medium and high intensity residential uses should be considered as appropriate residential uses adjacent to commercial uses.

- A comprehensive approach to development of parcels fronting the Highway should be considered to limit the number of access points. Frontage roads or access onto joint access drives at property lines are options.

- Office uses are acceptable development types, particularly as a second story use.

- Single Family residential projects are visually appropriate but should be reviewed in light of the loss of revenue producing property, impacts to individual homeowners and resistance to future higher intensity development.

- Industrial uses should be discouraged on parcels directly adjacent to the Highway. Additional review should occur for industrial proposals to ensure screening and use of appropriate building materials.

(RD.2) Hwy 169 Corridor:

The Highway 169 Corridor is the primary transportation route in the northern and western portion of the Region, running out the Tulsa Metro area, through Collinsville, into Rogers County, to Oologah and north to the Kansas Border.

Growth pressure is growing south of the Caney River. As land prices increase in Tulsa County the pressure is driving development across the flood prone areas and into Rogers County. Most of the area adjacent to Hwy 169 is agriculturally oriented. New projects have tended to be built on individual basis, unrelated to other structures along the Hwy. Growth is also beginning to move north out of Oologah, toward Talala. Access and infrastructure are two of the major elements that affect the location of new development which should be concentrated at major intersections.

To protect the corridor's transportation function and it's revenue producing capability while creating a positive, comprehensive image for this portion of the Region the following should be considered as part of the Highway 169 Special District.

- Higher intensity uses should be concentrated at signalized intersections and at intersections with significant section line roads.

- A comprehensive approach to development of parcels fronting the Highway should be considered to limit the number of access points. Frontage roads or access onto joint access drives at property lines are options.

- Single family additions should not directly access the Highway but should take access from an east / west arterial street.

- Retail commercial (sales tax producing) uses should be considered as a preferred use. Signage, landscaping, parking and visible building materials and orientation to the Highway should be reviewed for visual impacts to the travel corridor. *See Objectives 1A.4, Objective 1.D.1, and Objective 2C.3, Chapter 5, and Appendix C.*

- Industrial uses in the corridor may be appropriate adjacent to existing industrial or heavy agriculture (storage) use, utilizing the existing rail line.

Building orientation and screening should be reviewed during the approval process. *See Objective 2A.2.*

- A phased, funded improvements program should be considered. This program should include coordinated landscaping at interchanges and primary intersections, street improvements, utility under grounding where possible, and improvements to existing signage with removal where appropriate. New development should participate in improvements. *See Goal Group 2, Objective 2C.3.*

(RD.3) Hwy 20 Corridor:

Highway 20 is a primary east / west collector in the County, linking Owasso and Highway 169 with Claremore. This Highway has been the subject of significant study and will be rerouted to the south of Claremore, intersecting Hwy 66 at approximately Country Club Road. New interchanges and a connection are proposed for area between Hwy 66 and I – 44. The Highway currently includes significant stretches in the County and City. This Special District includes the area between South Brady in the east and the Rogers County limits in the west.

This Highway has been the subject of significant growth pressure in the western portion of the Region, most of which consists of residential single family development. The new loop around the southern portion of the City will be a significant growth inducer and has the potential to impact downtown Claremore. The area of the Hwy 20 / Hwy 88 / Route 66 intersection and interchange is addressed in the Southwest Special District *(CD.7) See Page 4.3 and Exhibit 4.5.*

To protect the corridor's transportation function, respect the existing residential development, utilize its revenue producing capability and create a positive, comprehensive image for this portion of the Region the following should be considered as part of the Highway 20 Special District.

- Retail commercial (sales tax producing) uses should be considered as a preferred use at intersections with significant north / south section line roads. Signage, landscaping, parking and visible building materials and orientation to the Highway should be reviewed for visual impacts to the travel corridor.

- Higher intensity uses (commercial, office, higher intensity residential) should be concentrated at significant intersections. Mixed use and two to three story buildings may be appropriate.

- A comprehensive approach to development of parcels fronting the Highway should be considered to limit the number of access points. Frontage roads or access onto joint access drives at property lines are options to be explored.

- Single family additions should not directly access the Highway but should take access from an east / west arterial street.

- Uses along Hwy 20 in the mile west of Clubhouse Road should respect and complement the existing residential development. Low intensity commercial uses may be appropriate. Development should respect and anticipate the upcoming realignment -- the eastern portion of the Hwy be removed from State Hwy status.

- Industrial uses in the corridor are not appropriate.

- A phased, funded improvements program should be considered. This program should include coordinated landscaping at interchanges and primary intersections, street improvements, utility undergrounding where possible, and improvements to existing signage with removal where appropriate. New development should participate in improvements. *See Goal Group 2, Objective 2C.3, Chapter 5, and Appendix C.*

(RD.4) Hwy 20 Corridor: (East)

Hwy 20 is a primary east / west connector, located in the central portion of the County, linking Claremore to Collinsville and Hwy 169 in the west. Hwy 20 also provides direct access east out of Claremore, across I-44, past Will Rogers Downs and the Regional Airport and into Mayes County.

The proposed alignment for Highway 20 in the west will take it south of the City limits, around the west side of Claremore. Uses along the current Hwy 20 alignment in the western portion of the City are addressed in CD. 6, University / Arts District *See page 4-24 and Exhibit 4-4.*

Therefore, the Hwy 20 Special District in the City of Claremore is located from I-44 in the west to Will Rogers Downs and 419th East Avenue in the east. *See Exhibit 4.10.* It includes the majority of the newly annexed area. The area east of the Downs to the Mayes County line is not included in the jurisdiction of the Planning Commission; therefore that portion of Highway is not included in a Special District. *See CD, 1 Will Rogers Boulevard, Page 4.22 for the area west of I-44.*

The City Council has identified this Corridor as having significant sales tax generating potential, based in part on the current construction efforts which will widen the Highway to 4 lanes to the County line. Another growth factor is the legalization of gaming at the Downs which will draw significant tourist traffic.

Highway 20 east of I-44 exhibits a variety of commercial, storage and light manufacturing endeavors. It passes through significant areas of agricultural use.
Used car lots, salvage yards, Tiawah schools with bus storage, churches, a funeral home, car repair, mini-storage, convenience stores/ gas stations and auction are some of the uses along the route. Until recently this area was under the jurisdiction of Rogers County. The City of Claremore should work strongly to encourage consistency of quality and style in signage, landscaping, building facades and site orientation / setbacks.

Therefore, to protect the corridor's transportation function, guide future development of its large areas of vacant land, protect the existing residential development, utilize its

revenue producing capability and create a positive, comprehensive image the following should be considered as part of the Highway 20 Special District.

- Medium and high intensity retail commercial (sales tax producing) uses should be considered as a preferred use at intersections with major collectors (section line roads) and adjacent to existing similar uses. Signage, landscaping, parking and visible building materials and orientation to the Highway should be reviewed for visual impacts to the travel corridor.

- Medium and high intensity residential uses may be appropriate, particularly as buffers for existing residential areas.

- The highest intensity uses should be concentrated at intersections with major county wide collectors.

- A comprehensive approach to development of parcels fronting the Highway should be considered to limit the number of access points. Frontage roads or access onto joint access drives at property lines are options to be explored.

- Primary access from the Highway into single family additions should be minimized.

- Existing residential development should be respected; however, higher intensity uses are appropriate. The primary purposes of the Corridor are as a primary travel way and as a sales-tax producer.

- Medium intensity manufacturing and Industrial uses may be allowed in the corridor in areas adjacent to existing industrial development, particularly near the Regional Airport. High visibility areas should be reserved for use by sales tax producing commercial uses. Signage, landscaping, parking and visible building materials and orientation to the Highway should be reviewed for visual impacts to the travel corridor.

- An equestrian theme should be encouraged as should efforts to tie the Downs with the equestrian events at the Expo Center.

(RD.5) Hwy 88 Corridor:

Highway 88 is a primary east / west collector in the central portion of the County, linking Oologah and Highway 169 in the west with the City of Claremore. Hwy's 169 and 88 meet in Oologah. This is the primary access route to Lake Oologah from east and west. It is also the primary access to the Will Rogers birth place.
The Highway is two lanes and curved through most of its length between Oologah and Claremore. Approximately 5 miles of the Hwy travel through lands that are not currently within the jurisdiction of the Planning Commission. *See Exhibit 4.10.*

Uses along Hwy 88 between Oologah and Claremore are primarily agriculture related and residential. Small, low intensity commercial uses area present at the area near the

access to Lake Oologah. The AEP power plant is located on the south side of the Hwy near Hwy 169.

As traffic increases the pressure to widen the Hwy to 4 lanes will increase. *See Page 3.19.* The primary constraints to this widening are the radii on the existing curves and the dam at the Lake. Hwy 88 runs across the top of the dam -- a two lane section of roadway.

South of Claremore the Highway is a primary north / south collector linking Claremore with the City of Inola in the southeast, crossing I-44 and Hwy 412 along the way. The area is primarily agricultural with some residential development and scattered commercial uses at some intersections with section line roads. The uses range from welding shops to storage. A failed store and gas station are located north of 252nd Street North. The Union Pacific Railroad is located parallel to the east side of the Hwy, constraining access and use. A small cluster of development is located east of the Hwy at Taiwah.

Special District RD.4 has been broken into two segments. The west segment is located from the Oologah city limits to the Claremore city limits in the west. The east segment is located from the Claremore city limits to the limits of the Planning Commission jurisdiction the east. The limits of the Planning Commission jurisdiction is currently located approximately three miles north of the Inola Corporate limits.

West (Oologah to Claremore)

To protect the corridor's transportation function, guide future development of its large areas of vacant land, protect the existing residential development, utilize its revenue producing capability and create a positive, comprehensive image the following should be considered as part of the Highway 88 Special District.

- Retail commercial (sales tax producing) and other medium intensity uses should be considered as a preferred use at primary intersections, particularly in the Lake Oologah area and near the interchange with Hwy 169. Two and three story structures are encouraged. Signage, landscaping, parking and visible building materials and orientation to the Highway should be reviewed for visual impacts to the travel corridor.

- Medium intensity uses should be grouped. They may be appropriate at intersections along the portion of roadway near the western borders of the City of Claremore. *See Goal Group 4B efficient infrastructure.*

- Land Development patterns near the dam should slow traffic flows. Alternatives should be explored, including groupings of medium intensity use and appropriate traffic control devices.

- A comprehensive approach to development of parcels fronting the Highway should be considered to limit the number of access points. Frontage roads or access onto joint access drives at property lines are options to be explored.

- Primary access from the Highway into single family additions should be minimized.

- Existing residential development should be respected. However, future residential growth should be limited in the Corridor.

- Manufacturing and Industrial uses should be allowed in the corridor in areas adjacent to existing industrial development. Signage, landscaping, parking and visible building materials and orientation to the Highway should be reviewed for visual impacts to the travel corridor.

- A phased, funded improvements program should be considered. This program should include coordinated landscaping at interchanges and primary intersections, street improvements, utility undergrounding where possible, and improvements to existing signage with removal where appropriate. New development should participate in improvements. *See Goal Group 2, Objective 2C.3.*

East (Claremore to Planning Commission jurisdiction limits)

This area may experience growth pressure related to the construction of the Regional Sewer Plant on Dog Creek. *See Pages 3.27, A.30.*
This fact, coupled with the planned widening of the Hwy from Claremore to Inola could create growth in the area and traffic on the Hwy. New development should be "clustered" at section line roads and near existing development.

To protect the corridor's transportation function, guide future development of it's large areas of vacant land, protect the existing residential development, utilize it's revenue producing capability and create a positive, comprehensive image the following should be considered as part of the Highway 88 Special District.

- Retail commercial (sales tax producing) and other medium intensity uses should be considered as a preferred use at primary intersections, particularly near Tiawah and at Section Line Roads that provide access into new, sewered residential developments to the west. Two and three story structures are encouraged. Signage, landscaping, parking and visible building materials and orientation to the Highway should be reviewed for visual impacts to the travel corridor.

- A comprehensive approach to development of parcels fronting the Highway should be considered to limit the number of access points. Frontage roads or access onto joint access drives at property lines are options to be explored.

- Primary access from the Highway into single family additions should be minimized.

- Existing residential development should be respected. However, future residential growth should be limited in the Corridor.

- Manufacturing and Industrial uses should not be allowed in the corridor. However, uses that serve agriculture and / or utilize the existing rail line may be considered on a case by case basis. Signage, landscaping, parking and visible building materials and orientation to the Highway should be reviewed for visual impacts to the travel corridor.

- Fire safety and percolation rates should be considered with any new development proposals in this Corridor. *See Other Items of Note, Page 4.40.*

- A phased, funded improvements program should be considered. This program should include coordinated landscaping at interchanges and primary intersections, street improvements, utility undergrounding where possible, and improvements to existing signage with removal where appropriate. New development should participate in improvements. *See Goal Group 2, Objective 2C.3.*

(RD.6) Hwy 266 Corridor:

Hwy 266 is a primary east / west travel route, connecting Tulsa to the Port of Catoosa. Hwy 266 also provides connection from the Port east to Hwy 66 and to I-44. This Hwy has two types of character west and east of the Port. Therefore, the two are treated separately.

West (Rogers County Line to the Port of Catoosa)
In this area Hwy 266 is bounded by low lying, potentially flood prone lands *See Exhibit E.6* with the rail line running parallel to its southerly right of way. Hills and slopes are located along significant sections adjacent to the northern right of way. Most of the area is vacant, some with significant tree growth due to the water. A significant amount of truck traffic is present due to the connection to the Port. The Tulsa water plant lies on the north side of the Hwy as a quarry. It should be noted that quarry operations are located approximately 1 mile north of the Hwy, approximately ½ mile east of the County line. Truck traffic from these areas is significant along the Hwy. Residential development is not present.

To protect the corridor's transportation function, guide future development of its large areas of vacant land, utilize its revenue producing capability and create a positive, comprehensive image the following should be considered as part of the Highway 266 Special District.

- Retail commercial (sales tax producing) uses should be considered as a preferred use at intersections with major county wide collectors such as Hwy 167 Signage, landscaping, parking and visible building materials and orientation to the Highway should be reviewed for visual impacts to the travel corridor.

- A comprehensive approach to development of parcels fronting the Highway should be considered to limit the number of access points. Frontage roads or access onto joint access drives at property lines are options to be explored.

- Manufacturing and Industrial uses should be allowed and encouraged in the corridor, taking full advantage of the existing rail line and the proximity to the Port.

- Signage, landscaping, parking and visible building materials and orientation to the Highway should be reviewed for visual impacts to the travel corridor.

- Residential development should be restricted.

- A phased, funded improvements program should be considered. This program should include coordinated landscaping at interchanges and primary intersections, street improvements, utility undergrounding where possible, and improvements to existing signage with removal where appropriate. New development should participate in improvements. *See Goal Group 2, Objective 2C.3, Chapter 5, Appendix C.*

East (Port of Catoosa to I-44)

This area is characterized by agriculture and large lot residential development on the north side of the Hwy and a variety of manufacturing uses on the south side of the Hwy, Backing up to the Port, on the west side of the Verdigris. Rail is present on the west side of the Verdigris, residential development increases with proximity to Hwy 66.

- Agriculture and residential development should be respected and protected on the north side of the Hwy.

- Medium intensity commercial development may be appropriate at primary intersections along the north side.

- Medium intensity manufacturing and industrial uses are appropriate on the south side of the Hwy west of the Verdigris. These uses should utilize the Port and the rail line as resources.

- Light manufacturing and support uses are appropriate on the east side of the Verdigris. These uses will be served by truck.

- Medium intensity commercial and residential uses are appropriate near the industrial use and should be used as a buffer between it and lower intensity single family residential use to the east. *See Goal Group 3: Housing, Goal E, Chapter 5, Appendix C.*

- A phased, funded improvements program should be considered. This program should include coordinated landscaping at interchanges and primary intersections, street improvements, utility undergrounding where possible, and improvements to existing signage with removal where appropriate. New development should participate in improvements. *See Goal Group 2, Objective 2C.3.*

- Low intensity single family residential use may be appropriate adjacent to similar intensity near Hwy 66.

(RD.7) Hwy 167 Corridor:

Hwy 167 is the northerly extension of 193rd East Avenue, the arterial street that forms the boundary between Tulsa and Wagoner Counties. The Hwy is the prime access road from Hwy 244 to the Port of Catoosa and lies within the Catoosa Town Limits from Hwy 244 to E 560th Street North, it lies within the jurisdiction of Rogers County north of that point. The Town limits closely approximate the limits of the floodplain associated with Bird Creek.

Hwy 167 in the County is paralleled by Bird Creek on the west and the Burlington Northern Railroad on the east. Development along the Hwy is scattered to the west. It is generally of construction support, equipment sales or storage in nature and is generally located in metal buildings without façade enhancements.

To protect the corridor's transportation function, guide future development of its large areas of vacant land, utilize its revenue producing capability and create a positive, comprehensive image the following should be considered as part of the Highway 167 Special District.

- Retail commercial (sales tax producing) uses should be considered as a preferred use at intersections with major county wide collectors. Signage, landscaping, parking and visible building materials and orientation to the Highway should be reviewed for visual impacts to the travel corridor.

- A comprehensive approach to development of parcels fronting the Highway should be considered to limit the number of access points. Frontage roads or access onto joint access drives at property lines are options to be explored.

- Manufacturing, Industrial uses and support uses should be allowed and encouraged in the corridor, taking full advantage of the existing rail line and the proximity to the Port.

- Signage, landscaping, parking and visible building materials and orientation to the Highway should be reviewed for visual impacts to the travel corridor.

- Residential development should be restricted. Medium and intensity development may be appropriate.

- A phased, funded improvements program should be considered. This program should include coordinated landscaping at interchanges and primary intersections, street improvements, utility undergrounding where possible, and improvements to existing signage with removal where appropriate. New development should participate in improvements. *See Goal Group 2, Objective 2C.3, Chapter 5, Appendix C.*

(RD.8) McClellan-Kerr Corridor:

The McClellan-Kerr Navigation Channel is one of Northeastern Oklahoma's primary resources. Current uses should be enhanced and future uses should be protected.

To ensure the corridor's revenue producing capability while minimizing impacts to surrounding areas the following should be considered as part of the McClellan-Kerr Special district. This district runs along both sides of the channel through the length of the Region.

- Preferred uses in the corridor include industry and manufacturing related uses. Those uses that require channel access or that support uses that require channel access are preferred.

- Single family additions are not considered appropriate in or adjacent to the corridor.

- Proposals for new development should be reviewed for compatibility with existing adjacent development, per the standards of the Special District.

- Air and water quality protection and preservation of agricultural uses are important considerations. The Special District should include review measures to ensure appropriate levels of impact.

(RD.9) Hwy 412 Corridor:

Hwy 412 is part of the interstate system. It connects Rogers County to Tulsa and points west and connects the County to Arkansas and points east. This Hwy is the primary view into the County for travelers moving east and west.

In the western portion of the County the County line is just south of the Highway at Archer Street. A portion of the community of Fair Oaks sits on the north side of the Highway; its eastern boundary is South 4110 East Avenue. East of Fair Oaks the area is primarily open and used for grazing. A new large lot addition is present at South 4130 East Avenue. Opportunities to exit the Highway are few. Port 33 and a Fertilizer plant sit on the north side of the Hwy at the McClellan-Kerr Navigation channel.

East of the channel and South of the Hwy Rogers County expands to the south. Development intensifies with proximity to Inola, mixing residential and AG uses

To protect the corridor's transportation function, guide future development of its large areas of vacant land, protect the existing residential development, utilize its revenue producing capability and create a positive, comprehensive image the following should be considered as part of the Highway 412 Special District.

- A comprehensive approach to development of parcels fronting the Highway should be considered to limit the number of access points. The Oklahoma Department of Transportation (ODOT) should be consulted to determine the

standards for access onto the Highway and the potential for additional interchanges. Parcels should abut and be accessed off of frontage roads.

- Retail commercial and service uses should be considered at existing access points. Development at these locations should be subject to traffic analysis to determine the safety impacts of additional vehicles entering and exiting the highway. Signage, landscaping, parking and visible building materials and orientation to the Highway should be reviewed for visual impacts to the travel corridor.

- Residential uses should be considered in the vicinity of existing access points. Outdoor storage should be screened from the Highway.

- Development at these locations should be subject to traffic analysis to determine the safety impacts of additional vehicles entering and exiting the highway.

- Existing residential development should be respected.

- Manufacturing and Industrial uses should be allowed in the corridor in areas adjacent to existing industrial development. Signage, landscaping, parking and visible building materials and orientation to the Highway should be reviewed for visual impacts to the travel corridor. Outdoor storage should be screened. Salvage yards should be prohibited.

- The eastern limit of the Planning Commission's jurisdiction is South 4190 East Avenue on the north side of the Highway. This jurisdiction should be expanded to South 4220 East Avenue, similar to the current limit on the south side of the Highway.

(RD.10) Hwy 44 Corridor:

I-44 is a part of the Interstate Highway System, connecting Tulsa with Joplin, Missouri and points east. This corridor is currently characterized through Rogers County by large flood prone areas and areas of open space, grazing land and homes on large acreage. The area at the intersection of I-44, Hwy 66 and Hwy 412 is an exception. Intersections with arterial streets or highways able to accommodate large volumes of traffic are few.

However, the corridor faces future growth pressure given the volume of traffic that moves through it. To protect the corridor's transportation function, guide future development of its large areas of vacant land, protect the existing residential development, utilize its revenue producing capability and create a positive, comprehensive image the following should be considered as part of the Highway 412 Special District.

- A comprehensive approach to development of parcels fronting the Highway should be considered and will be connected to the development of the regional arterial street system. These parcels will be accessed via that arterial

system. Direct access to the Highway will not be allowed limit the number of access points. Parcels can abut and be accessed off of frontage roads.

- Commercial and service uses that serve the traveling public are the preferred uses and should be considered at existing and future intersections with arterials or other highways. Signage, landscaping, parking and visible building materials and orientation to the Highway should be reviewed for visual impacts to the travel corridor.

- Medium and high intensity residential uses may be considered in the vicinity of intersections with arterials and other highways. Outdoor may be considered but is not preferred. Storage should be screened from the Highway.

- Existing residential development should be respected.

- Manufacturing and Industrial uses may be allowed in the corridor in areas that are adjacent to existing industrial development or that are screened by existing vegetation or topography. Signage, landscaping, parking and visible building materials and orientation to the Highway should be reviewed for visual impacts to the travel corridor. Outdoor storage should be screened. Salvage yards should be prohibited.

E: MATRICES: LAND USE, INTENSITY and ZONING

This Section compares and provides information about Land Use, Intensity and Zoning. It provides 4 matrices:

Comparison of Land Use and Intensity of Use
Comparison of Proposed and Existing Zoning Districts
Comparison of Zoning and Intensity
Lot Sizes, Lot Coverage and Density by Zoning District

It also provides a descriptive summary of the types of uses that are allowed in each Zoning District.

Please refer to Section C: Use (Page 4-6) for a discussion of the relationships between Land Use, Intensity of Use and Zoning Districts

MATRIX 1: LAND USE and INTENSITY

LAND USE	LOW INTENSITY	MEDIUM INTENSITY	HIGH INTENSITY
RESIDENTIAL			
Single Family	X		
Duplex	o	X	
Multi Family	o	X	X
Manufactured Home	X	o	
COMMERCIAL			
Neighborhood	X	o	
General Retail and Shopping	o	X	o
Service and Entertainment	o	X	o
Highway		o	X
Recreation	o	o	X
Office		X	X
INDUSTRIAL			
Light		X	
Medium		o	X
Heavy			X
PUBLIC			

Neighborhood Park	X		
Elementary School	X	o	
Secondary School	o	X	
College / University		X	X
City Facilities / Courthouse		X	X
Hospital		X	X
QUASI PUBLIC			
Church	o	X	X
Theater / Performing Arts		X	X
Lodge		X	X

MATRIX 2: COMPARISON OF EXISTING and PROPOSED ZONING

EXISTING ZONING DESIGNATION	PROPOSED ZONING DESIGNATION
AGRICULTURE	AGRICULTURE
AG (Agriculture General)	AG (Agriculture General)
AO (Agriculture Open Space)	AO (Agriculture Open Space)
AR (Agriculture Residential)	AR (Agriculture Residential)
AI (Agriculture Industrial)	AI (Agriculture Industrial)
RESIDENTIAL	RESIDENTIAL
RS-60 Single Family Country Living	RE Residential Estate Density
RS-60 CL Single Family Low Density	RE
RS-40 Single Family Low Medium	RE
RS-40 CL Low Medium Country Living	RE (cl) w / Country Living Standards
RS-30 Single Family Medium	RS-1 Single Family Low Density
RS-25 Single Family Medium	RS-1 Single Family Low Density
RS-25 CL Medium Country Living	RS-1 (cl) w/ Country Living Standards
RS-20 Single Family Medium	RS-1
RS- 10 Single Family High Medium	RS-2 Single Family, Medium Density
RS-6 Single Family High Density	RS-3 Single Family, High Density
	RS-4 Single Family, Urban Density
	RD Duplex
	RT Townhome
RST - 60 Manufactured Home Low	RMHE Manuf. Home Estate Density
RST - 40 Manuf. Home Low Medium	RMHE
RST - 25 Manufactured Home Medum	RMHE-1 Manuf. Home, Low Density
RST- 20 Manufactured Home Medium	RMHE-1
RST- 10 Manuf. Home High Medium	RMHE-2 Manuf. Home, Medium Density
RST – 6 Manufactured Home High	RMHE-3 Manuf. Home, High Density
	RMHS Manuf. Home Subdivision
RM – 6 Multi-Family Low Density	RM-0 Multi-Family, Low Density
RM - 4 Multi- Family Low Medium	RM-1 Multi-Family, Medium Density
RM - 2.5 Multi-Family High Medium	RM-2 Multi-Family, High Density
RM – 1.5 Multi–Family High Density	RM-3 Multi-Family, Urban Density
RT Manufactured Home Park	See RMHS
OFFICE	
OL Office Light Intensity District	OL Office Light Intensity District
OM Office Medium Intensity	OM Office Medium Intensity
OH Office High Intensity	OH Office High Intensity

EXISTING ZONING DESIGNATION	PROPOSED ZONING DESIGNATION
COMMERCIAL	
C-1 Local Shopping District	CS Shopping Center
C-2 Community Shopping District	CG General Commercial
C-3 Central Business District	CBD Central Business District
C-4 Central Service District	CH Commercial High Intensity
C-5 Highway Commercial District	CH Commercial High Intensity
SR SCIENTIFIC RESEARCH AND DEVELOPMENT	SR SCIENTIFIC RESEARCH AND DEVELOPMENT
INDUSTRIAL	INDUSTRIAL
I-1 Restricted Industrial	See SR
I-2 Light Industrial	I-L Light Industrial
I-3 Medium Industrial	I-M Medium Industrial
I-4 Heavy Industrial	I-H Heavy Industrial
SD SPECIAL DISTRICT	SD SPECIAL DISTRICT
PUD PLANNED UNIT DEVELOPMENT	PUD PLANNED UNIT DEVELOPMENT
M MINING	M MINING
P PARKING	P PARKING

MATRIX 3: ZONING and APPROPRIATE INTENSITY MATRIX

EXISTING ZONING CATEGORY	LOW	MEDIUM	HIGH
AGRICULTURE			
AG (Agriculture General)	X	o	
AO (Agriculture Open Space)	X	X	
AR (Agriculture Residential)	X	o	
AI (Agriculture Industrial)		o	X
RESIDENTIAL			
RE Residential Estate Density	X		
RE (cl) w/ Country Living Standards	X		
RS-1 Single Family Low Density	X		
RS-1 (cl) w/ Country Living Standards	X		
RS-2 Single Family Medium Density	X	o	
RS-3 Single Family High Density	X	o	
RS-4 Single Family Urban Density	X	X	
RD Duplex	o		
RT Townhome			
RMHE Manuf. Home Estate Density	X		
RMH-1 Manuf. Home Low Density	X		
RMH-2 Manuf. Home Medum Density	o	o	
RMH-3 Manuf. Home High Density	o	X	
RMHS Manuf. Home Subdivision	o	X	
RM-0 Multi-Family Low Density	o	X	
RM-1 Multi-Family Medium Density	o	X	
RM-2 Multi-Family High Medium		X	
RM-3 Multi-Family Urban Density		X	o
OFFICE			
OL Office Light Intensity District	X	o	
OM Office Medium Intensity	o	X	
OH Office High Intensity		X	X

ZONING CATEGORY	LOW INTENSITY	MEDIUM INTENSITY	HIGH INTENSITY
COMMERCIAL			
CS Shopping Center	X	o	
CG General Commercial	o	X	
CBD Central Business District		X	X
CH Commercial High Intensity		o	X
SR SCIENTIFIC RESEARCH AND DEVELOPMENT		X	X
INDUSTRIAL			
I-L Light Industrial		X	
I-M Medium Industrial		X	X
I-H Heavy Industrial			X
SD SPECIAL DISTRICT		X	X
M MINING			X
P PARKING			

F. ZONING DISTRICTS SUMMARY DESCRIPTIONS

The following descriptions summarize and define the types of uses allowed in the range of proposed zoning categories. Please refer to Matrix 3 for comparison to the existing zoning designations.

AGRICULTURE:

AG Areas likely to remain in agricultural use during the planning period
AO Agricultural areas to remain in open space. Used for buffering existing mining operations from future residential uses.
AR Agricultural areas likely to transition to residential uses
AI Agricultural areas likely to transition to industrial uses

RESIDENTIAL:

RE Single family homes in a large lot (estate) environment
RE (cl) Country Living standards
RS-1 Single family homes in a large lot addition (sewer optional)
RS-1(cl) Country Living standards
RS-2 Single family homes in sewered additions
RS-3 Single family homes in an in town addition
RS-4 Single family homes in clusters or on small lots
RD Single family duplex homes
RT Single Family attached homes (townhomes) on separate lots
RMHE Manufactured homes on large lots in unincorporated areas
RMH-1 Manufactured homes on mid-sized lots or non-sewered additions in unincorporated areas
RMH-2 Manufactured homes in sewered additions in unincorporated areas
RMH-3 Manufactured homes on small lot additions in unincorporated areas
RMHS Manufactured home subdivision in the City of Claremore
RM-0 Multi-family, for-rent units in three or four unit buildings in existing residential areas and / or along public streets
RM-1 Multi-family, for-rent units in four to six unit buildings in planned developments using private streets
RM-2 Multi-family, for-rent units typically with detached garages or carports
RM-3 Multi-family, for-rent units with two stories over parking

For a list of uses allowed in the Residential Districts see Page 4-5 of the existing Zoning Ordinance

OFFICE:

OL Low intensity, personal service and personal scale office uses
OM Groupings of offices and community serving facilities such as health care offices and clinics
OH Multi-story office facilities

For a list of the uses allowed in the Office District refer to Page 5-2 of the Existing Zoning Ordinance.

COMMERCIAL:

CS: Local or neighborhood shopping, convenience stores and personal service establishments that cater to recurring needs.
CG: Regional and Community Shopping Centers
CBD: Central core retailing, services, business, finance services and offices
CH: High intensity commercial and light industrial activities in an "in-town" location. Large scale "big box" retailers are appropriate here as are highway oriented, large scale facilities to attract trucks and truckers and the traveling public. Large scale amusement facilities are appropriate.

For a list of uses permitted in the Commercial Districts see Page 6-4 of existing Zoning Ordinance

SCIENTIFIC RESEARCH:

SD: Scientific research facilities and related institutions

For a list of uses permitted in the Commercial Districts see Page 7-1 of the existing Zoning Ordinance

INDUSTRIAL:

I-L: Light Industrial. Administrative facilities, research institutions and specialized manufacturing plants, all free of noxious or objectionable environmental impacts
I-M: Medium Industrial. Manufacturing and assembly uses with moderately objectionable impacts.
I-H: Heavy or hazardous industry with significant impacts.

For a list of uses permitted in the Commercial Districts see Page 8-3 of the existing Zoning Ordinance

MATRIX 4: ZONING DISTRICTS – LOT SIZE, DENSITY and COVERAGE

TYPE	MINIMUM LOT SIZE	DENSITY	COVERAGE (FAR)
AGRICULTURE			
AG	10 acres	1 per 10 acres	---
AI	20 acres	1 per 20 acres	--
AR	2.5 acres	1 Manufactured Home per 10 acres	--
AR	2.5 acres	1 Single Family Home per 2.5 acres	--
AO	5 acres	N/A	--
			--
RESIDENTIAL			--
RE	40,000 sf	1.0 per acre	--
RS-1	20,000 sf	2.1 per acre	--
RS-2	10,000 sf	4.3 per acre	
RS-3	6,000 sf	7.2 per acre	
RS-4			
RMHE	40,000 sf	1.0 per acre	
RMH-1	20,000 sf	2.1 per acre	
RMH-2	10,000 sf	4.3 per acre	
RMH-3	6,000 sf	7.2 per acre	
RMHS			
RM-0	6,000 sf	7.2 per acre	
RM-1	4,000 sf	10.8 per acre	
RM-2	2,500 sf	17.4 per acre	
RM-3	2,000 sf	21.7 per acre	
OFFICE			
OL	--	--	.25
OM	--	--	.50
OH	10,000 sf	--	2.00
COMMERCIAL			
CS	--	--	0.3
CG	--	--	0.4
CBD	--	--	10.0
CH	--	--	6.0
C-5 (??)	--	--	0.5

TYPE	MINIMUM LOT SIZE	DENSITY	COVERAGE (FAR)
INDUSTRIAL			
I-L	30,000 sf	--	--
I-M	--	--	--
I-H	--	--	--